PERFORMANCE AUDIT REPORT
ON THE PROJECT OF
SPECIAL REPAIR OF
800 COACHES AND 2000 WAGONS
BY PAKISTAN RAILWAYS

AUDIT YEAR 2017-18

AUDITOR GENERAL OF PAKISTAN

PREFACE

The Auditor General of Pakistan conducts audit in terms of Articles 169 and 170 of the Constitution of the Islamic Republic of Pakistan 1973, read with Sections 8 and 12 of the Auditor General's (Functions, Powers and Terms and Conditions of Service) Ordinance 2001. The Performance Audit of the project of Special Repair of 800 Coaches and 2000 Wagons was carried out accordingly.

The Directorate General Audit Railways conducted Performance Audit of the project of Special Repair of 800 Coaches and 2000 Wagons during audit year 2017-18 for the period 2014 to 2017 with a view to reporting significant findings to stakeholders. Audit examined the record with due regard to economy, efficiency and effectiveness aspects of the project. Audit also assessed whether the management complied with applicable laws, rules and regulations in managing the project affairs. Audit Report indicates specific actions that, if taken, will help the management realise the objectives of the project. All the observations included in this report have been finalised without management response. No DAC meeting was convened by the PAO despite reminders.

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 **(Javaid Jehangir)**
Auditor General of Pakistan

Dated:

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Abbreviations and Acronyms

AGM	Additional General Manager
AR	Audit Report
ATL	Active Taxpayer List
3Es	Economy, Efficiency & Effectiveness
C&W	Carriage and Wagon
CCP	Chief Controller of Purchase
CDWP	Central Development Working Party
CEO	Chief Executive Officer
CD & ST	Custom Duty and Sales Tax
CME	Chief Mechanical Engineer
CFE	Cash Foreign Exchange
DCOS	District Controller of Stores
ECNEC	Executive Committee of National Economic Council
FBR	Federal Board of Revenue
FOB	Free on Board
FOR	Free on Road
GM	General Manager
ISSAIs	International Standards of Supreme Audit Institutions
KBX	Karachi Bundar
KM	Kilometer
LD	Liquidated Damages
MPR	Monthly Progress Report
MTDF	Medium Term Development Framework
MTKM	Million-ton kilometer
PAO	Principal Accounting Officer
PC-I	Planning Commission Proforma-I
PD	Project Director
PMES	Project Monitoring & Evaluation System
POH	Periodic Overhauling
PR	Pakistan Railways
PSDP	Public Sector Development Program
WM	Works Manager

EXECUTIVE SUMMARY

The Directorate General Audit Railways conducted Performance Audit of the project titled Special Repair of 800 Coaches and 2000 Wagons in February-March 2017. The main objective of the audit was to review the performance of the project against 3 Es (Economy, Efficiency and Effectiveness). The audit was conducted in accordance with International Standards for Supreme Audit Institutions.

PC-I of the project was approved by the Central Development Working Party on 12.12.2014 with total cost of Rs 1,810 million including Foreign Exchange Component of Rs 200.648 million. As per PC-I, commencement date of the project was July, 2014. However, keeping in view the decision of Central Development Working Party, administrative approval was communicated on 20.02.2015 with completion period of 24 months. For this purpose, cash release amounting to Rs 105 million was provided for the period from January 2015 to June 2015 which was not utilised. The project was required to be completed upto 20.02.2017 but was completed in October 2017 with a delay of eight months. Reportedly, eight hundred coaches and two thousand wagons were repaired at a cost of Rs 1,680.006 million. Material valuing Rs 78.692 million was lying unutilised in stores and imported material valuing Rs 291.299 million had not yet been received.

Although, PC-1 was approved for special repair of coaches and wagons, but instead of carrying out special repair, simple periodic overhauling was executed which was a routine repair. It was also observed that some wagons included in the list of special repair were neither specially repaired nor periodically overhauled with no reasons available on record and any sort of approval from competent forum. It shows failure on the part of project management as nothing was added to the economic life of stabled coaches and wagons which was the prime objective of this project.

Key Audit Findings

i. Cash releases amounting to Rs 634.802 million were neither utilised nor surrendered during the years 2014-16. Expenditure amounting to Rs 149.811 million was incurred in excess of cash releases during the year 2017-18.[1]

ii. Funds amounting to Rs 600.620 million were utilised for procurement of imported material over and above the provision of FEC.[2]

iii. Imported material valuing Rs 291.299 million was irregularly procured even after completion of project.[3]

iv. Despite completion of the project, unutilised material valuing Rs 78.692 million was still lying in stores. [4]

v. Mis-procurement amounting to Rs 58.536 million was made by splitting up purchases irregularly.[5]

vi. PR sustained loss amounting to Rs 17.168 million due to procurement of imported material at higher rates.[6]

vii. PR had to bear loss of potential earnings amounting to Rs 691.750 million due to non/late repair of coaches and wagons.[7]

viii. The entire expenditure of Rs 1680.006 million incurred on the project of special repair was irregular as special repair was not conducted at all; instead periodic overhauling was executed which was a routine repair. [8]

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[1] Para 4.2.1
[2] Para 4.2.2
[3] Para 4.3.1
[4] Para 4.3.2
[5] Para 4.3.3
[6] Para 4.3.5
[7] Para 4.5.1
[8] Para 4.5.11

Recommendations

i. Timely utilisation of funds to be ensured to avoid any savings. Utilisation of funds in excess of cash release may be discouraged.

ii. Funds utilised over and above the provision of foreign exchange component be got regularised from the competent authority.

iii. Proper procurement planning be done in future projects to avoid procurement after completion of project.

iv. Timely utilisation of material should be ensured. Its consumption for other projects/revenue works should be avoided.

v. Procurement should be made according to PPRA-Rules and splitting should be avoided.

vi. Procurement should be made from the lowest bidder keeping in view the utilisation plan.

vii. Coaches and wagons should be repaired according to the prescribed time table.

viii. The project should be executed in the same manner and purpose for which it was approved. Any unauthorized modification in nature of work should be avoided.

1. INTRODUCTION

PC-I of the project titled Special Repair of 800 Coaches and 2000 Wagons was approved by the Central Development Working Party on 12.12.2014 with a total cost of Rs 1,810.000 million including Foreign Exchange Component of Rs 200.648 million. As per PC-I, commencement date of the project was July, 2014. However, keeping in view the CDWP's approval which was granted on 20.02.2015, completion date was determined as 20.02.2017 by considering completion period of 24 months. For this purpose, cash release amounting to Rs 105.00 million was provided during the period from January 2015 to June 2015. The project was required to be completed upto 20.02.2017 but the same was completed in October 2017 with a time overrun of eight months. The completion period was got enhanced upto 42 months from the Secretary/Railways instead of obtaining approval from the competent forum. Eight hundred coaches and two thousand wagons were repaired at a cost of Rs 1,680.006 million as per figures provided in the monthly progress report of October 2017.

At the start of this project, Pakistan Railways (PR) had 1687 coaches which included 335 coaches procured/manufactured under the recent projects of 175 and 202 newly designed high speed coaches. Out of the remaining 1352 coaches, 144 coaches had completed their economic life of 35 years by the end of 2014-15. In order to keep the trains in service, it was considered imperative that maximum number of coaches and wagons were given special repair making them operational for another five years.

Pakistan Railways had 16179 wagons, out of which 2000 wagons were held up and needed repair. Therefore, PR management decided to carry out Project of Special Repair of 800 Coaches and 2000 Wagons with available staff of Pakistan Railways Carriage & Wagon Shop/Mughalpura, Lahore and Carriage & Wagon Shop, Hyderabad.

PC-1 was approved for special repair of coaches and wagons, but instead of carrying out special repair, simple periodic overhauling was executed which was a routine repair, ordinarily carried out from the revenue head. Resultantly, purpose of special repair was not achieved as nothing was added to the useful life of stabled coaches and wagons which was the prime objective of this project. Another main objective of this project was to procure essentially required imported/locally manufactured spare parts for special repair of stabled 800 coaches (628 Economy Class, 136 AC Class and 36 Power Vans) and 2000 wagons to improve availability, reliability and safety.

2. AUDIT OBJECTIVES

The major objectives of audit were:

i) To evaluate economy in procurement of imported/local raw material

ii) To evaluate efficiency with regards to following
   a. quality of work done
   b. life of repaired coaches and wagons

iii) To evaluate effectiveness issues with regards to following
   a. Periodic targets and achievements
   b. client satisfaction
   c. availability, reliability and safety of repaired coaches and wagons

iv) To evaluate overall performance of the project with special reference to the following:
   a. achievement of overall objectives
   b. incidence of fraud and theft
   c. effectiveness of physical verification of stores including trail of procured items

v) To verify the efficiency of internal controls and ascertain control failures.

3. AUDIT SCOPE AND METHODOLOGY

3.1 Audit Scope

The Performance Audit of the project of Special Repair of 800 Coaches and 2000 Wagons was conducted during Audit Year 2017-18 for the period covering 2014-15 to 2017-18.

3.2 Audit Methodology

i. Review of requisite files/documents provided by the management was done.

ii. Different locations were visited for the purpose of audit, i.e. PD/CME/C&W, HQ office Lahore, CCP office Lahore, WM/Coaches, WM/Wagons, Schedule offices Senior Inspector Production and Chief Inspector Production Workshops Division Mughalpura, Production Engineer Mechanical DS office Mughalpura, WM/C&W Hyderabad and DCOS/Shipping, Karachi.

iii. Discussions were held with Project management.

4. AUDIT FINDINGS AND RECOMMENDATIONS

4.1 Organization and Management

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

4.1.1 Non-preparation of Feasibility Study/PC-II

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

Contrary to the above, during performance audit in January-March 2018, it was noticed that proper feasibility study for the project of special repair was not carried out. The issue was pointed out by the Planning Commission in its meeting held on 28.11.2014. Resultantly, an in-house feasibility study was prepared and provided to the Planning Commission instead of proper feasibility study. This led to significant change in scope of work during execution. This showed mismanagement on the part of Railway administration which started the project without carrying out proper feasibility study.

The matter was pointed out to the formation in May 2018. Management replied in August 2018 that in-house feasibility study was prepared and sent to the CDWP. The reply was not satisfactory as proper feasibility study from a consultant was required for the project costing Rs 300 million and above but the same was not done.

DAC meeting was not convened by the PAO despite reminders.

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

4.1.2 Non-posting of dedicated Project Director

According to Clause 2.2 of the Project Management Policy, suitable and qualified Project Director should be appointed in case of each project that should not be transferred during currency of the project.

During Performance Audit, it was observed that Ministry of Railways was not complying with the project management policy as no dedicated Project Director was appointed in the project. The officers working as Chief Mechanical Engineer (C&W) were given additional charge of the post of Project Director. In the absence of permanent PD till completion of the project, responsibility for timely completion could not be fixed. Five Chief Mechanical Engineers as detailed below were given the charge of the PD.

Sr. No	Project Director	Tenure	
		From	To
1	Ansar Billah Khan	22.01.2014	07.02.2015
2	Majid Baig	07.02.2015	01.06.2015
3	Shahid Aziz	01.06.2015	10.08.2015
4	Adnan Shafai	10.08.2015	30.10.2017
5	Mirza Rahat Baig	30.10.2017	to-date

The matter was pointed out to the formation in May 2018. Management replied in August 2018 that according to the PC-1, CME/C&W was allowed additional charge of the post of Project Director. The reply was not tenable as Project Director cannot be transferred during the currency of project.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that reasons for non-posting of permanent PD and frequent posting/transfer be explained. In future, permanent Project Director be appointed in each project who should supervise all activities till the completion of the project to avoid time/cost overrun.

4.1.3 Non-provision for credit of released material in the PC-I

Para 1240 clause (4) of Pakistan Government Railway Code for the Mechanical Department provides that while verifying the estimates of renewal, replacement and dismantlement works, it should be seen that credit for sale proceeds of released material has been provided for.

Contrary to the above, during performance audit, it was observed that no provision of credit for released material was made in the project estimates. The omission not only overstated the project cost during planning stage but also provided opportunity for misappropriation of released valuable material. It was not only a failure of executive department but also negligence on the part of accounts department as well, which tantamount to system failure.

The matter was pointed out to the formation in May 2018 to which no reply was received.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that the matter be investigated for inaccurate estimation of project cost. Responsibility for non-observance of rules be fixed and the person(s) held responsible be taken up under the rules.

4.1.4 Unjustified change in scope of work

Para 9.2 of Project Management Guidelines states that if it is felt during the implementation of project that there will be major change in the scope of work or increase in the approved cost by more than 15%, then the project has to be revised and submitted for approval by the competent authority.

During Performance Audit, it was observed that stabled 800 coaches and 2000 wagons included in PC-1 were not repaired. The scope of work was changed by the management of Pakistan Railways unauthorizedly as coaches and wagons requiring special repair were replaced and other irrelevant stock was included in the project. It was observed that only 20% coaches and 34% wagons were considered for routine repair **(Annex-A)** leaving behind the remaining stock. For change in scope of work beyond 15%, approval of revised PC-I from the CDWP was obligatory, which was not obtained. This unjustified change in scope of work showed negligence of the management.

The matter was pointed out to the formation in May 2018. Management replied in August 2018 that the type of coaches repaired was slightly changed keeping in view the operating requirement of Economy class coaches against Power Van and AC coaches. The reply was irrelevant and not acceptable as out of 800 stabled coaches only 162 coaches and 2000 stabled wagons only 676 wagons were repaired. Remaining stabled coaches and wagons were not repaired and other irrelevant stock was included.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that responsibility for un-authorized change in scope of work be fixed and disciplinary action be initiated against the person(s) held responsible. The post facto approval of competent forum be obtained. Internal controls be strengthened to avoid recurrence.

4.2 Financial Management

During the course of performance audit, it was noticed that the expenditure was not incurred in accordance with budget allocation. Funds were neither utilized nor surrendered due to negligence of management. The significant observations are discussed in the following paras.

4.2.1 Savings as well as excess utilisation of funds - Rs 634.802 million and Rs 149.811 million respectively

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

During performance audit, it was noticed that funds to the tune of Rs 1,505 million were released from 2014 to 2018. Out of this, only an amount of Rs 870.198 million was utilised and remaining funds amounting to Rs 634.802 million were neither utilised nor surrendered. On the other hand, a sum of Rs 149.811 million was utilised in excess of the cash releases during 2016-17. Thus, due to negligence of the project management, funds amounting to Rs 634.802 million were neither utilised nor surrendered and Rs 149.811 million were used in excess of cash releases **(Annex-B)** which indicated poor financial management. This resulted in blockage of public money which could have been utilised in other projects as well as excess utilisation of funds irregularly.

The matter was pointed out to the formation in May 2018. Management replied in August 2018 that due to late receipt of cash release and non-finalization of tender process in 2014-16, saving took place. However, in 2016-18 expenditure was within the allocation. The reply was not acceptable as the figures given in support of the reply were not correct.

DAC meeting was not convened by the PAO despite reminders.

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

4.2.2 Unauthorized expenditure on account of foreign exchange component – Rs 600.620 million

PC-1 of the project states that Rs 1,810.00 million including Rs 200.648 million foreign exchange component will be provided by the Government of Pakistan through its Public Sector Development Programme for special repair of coaches and wagons.

During performance audit, while reviewing the record of DCOS/Shipping Karachi, it was noticed that Rs 801.268 million were incurred on account of imported material unauthorizedly because only an amount of Rs 200.648 million was provided in PC-1 under this head. This showed that management was not vigilant while incurring expenditure on foreign procurement which resulted in unauthorized expenditure of Rs 600.620 million over the approved budget.

The matter was pointed out to the formation in May 2018 to which no reply was received.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that reasons for unauthorized expenditure over the prescribed limit be explained and responsibility be fixed. Excess expenditure be got regularised from the competent forum under intimation to Audit.

4.2.3 Loss due to excess payment of freight on imported material Rs - 16.747 million

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

During performance audit while reviewing the record of DCOS/Shipping Karachi it was noticed that 3% provision for freight was kept on imported material. Due to unknown reasons, in five cases it was observed that freight amounting to US$ 151,954 was paid instead of US$ 65,531 to the contractors which was 132% more than the estimated value. This resulted in loss of Rs 9.073 million. Furthermore, it was noticed that Solid Wheel Disc Hot Rolled/Forged was procured from Maanshan Iron & Steel Company limited, China vide purchase order dated 03.03.2017 and Axle to Drg. No. D-59 from M/s Taiyuan Heavy Industry, China dated 02.10.2016. The estimated freight for both the procurements was assessed amounting to US$ 91,444.8. The firms supplied both types of material in four shipments instead of two i.e. each consignment in two parts. Due to that, Railway administration paid freight amounting to US$ 162,800 instead of US$ 91,444.8 i.e. 78% more than the estimated freight. This resulted in loss of Rs 7.674 million. Thus due to mismanagement, PR suffered total loss Rs 16.747 million on account of excess freight on imported material **(Annex-C)**.

The matter was pointed out to the formation in May 2018. Management replied in August 2018 that no freight rate was quoted by the shipping line to be mentioned in purchase order besides estimated freight and the actual freight was paid to M/s PNSC as per shipping line SOP and where partial shipment had been allowed to firm, freight was paid according to the relevant purchase order clause. The reply was not satisfactory as the difference between estimated and actual freight paid ranged from 63% to 201% which was much higher i.e. Rs 9.073 million for which no documentary evidence was provided. Further, due to supply of material by the firms in parts, expenditure increased upto 181% i.e. Rs 7.674 million. If the firms supply material at once, the amount of loss could have been saved.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that reasons for excess payment of freight than estimated be explained and formula/details for calculation of freight paid be provided. Receipt of shipment in parts may also be explained alongwith documentary evidence. Responsibility be fixed and remedial measures be adopted to avoid recurrence.

4.2.4 Loss due to unjustified expenditure on account of transportation charges – Rs 7.219 million

Para 1801 of Railway 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 performance audit while reviewing the record of DCOS Shipping Karachi, it was observed that an amount of Rs 7.219 million was paid to a private transporter on account of transportation charges from Karachi Port Trust to General Stores Karachi **(Annex-D)**. After receipt of material at General Stores, it was being booked to Lahore through goods trains. The transportation charges paid to the private contractor could have been saved by forwarding the material directly from KPT to Mughalpura Lahore as wagons stock was available after completion of project of special repair of 2000 wagons. Thus, mismanagement and unnecessary practice by Railway authorities caused loss to PR.

The matter was pointed out to the formation in May 2018. Management replied in August 2018 that most of the marine vessels were arrived at where there was no existence of Railway track therefore, private transporter was hired. In two cases, shipment was arrived through air at International Airport Karachi, and in remaining two cases, shipment was only 3 MT and 1.9 MT in weight where 60 MT ZBC wagon was not economical to be booked. The reply was not satisfactory as the arrangements should be made in such a manner that utilisation of Goods train be ensured where there access of track was possible in nearby point by incurring minimum expenditure on private transport. Here, facility of Goods train was not availed even in a single case.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that reasons be explained for frequent payment of transportation charges from KPT to General Stores Reti Line, Karachi instead of direct booking of material from KPT to the destination station i.e Mughalpura Lahore.

4.2.5 Temporary misappropriation of Government money - Rs 0.286 million

As per rule the cash drawn for local purchase of material should be adjusted within one week after its drawl.

During performance audit of Carriage & Wagon Shop Mughalpura, it was noticed that cash drawn for local purchase of material from October 2016 to October 2017 was either not fully utilised or deposited late after its drawl ranging from 8 days to 222 days. This showed that government money amounting to Rs 0.286 million was misappropriated temporarily **(Annex-E)**. This resulted in temporary misappropriation of Government money amounting to Rs 0.286 million.

The matter was pointed out to the formation in May 2018. Management replied in August 2018 that manufacturing items were not readily available in local market, therefore after making procurement, balance amount was immediately deposited into Government treasury. The reply was not satisfactory as extra ordinary time was taken to deposit the balance amount and in some cases, amount was deposited without making procurement.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that responsibility be fixed for temporary misappropriation of Government money beyond the permissible limit under intimation to audit.

4.3 Procurement and contract management

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

4.3.1 Unjustified procurement of material – Rs. 291.299 million

As per PC-I completion date of the project was 20-02-2017 however; the Project was actually completed in October 2017.

During Performance Audit, while reviewing the procurement cases, it was noticed that delivery period of various types of purchase orders valuing Rs 291.299 million for procurement of material was fixed after October, 2017. The project was completed in October 2017 and the procurement of material after completion date of project was not justified. This showed mismanagement as either the material was procured without any need or sub-standard repair was done without utilising the imported material. This resulted in incurrence of unjustified expenditure **(Annex-F)**.

The matter was pointed out to the formation in May 2018 to which no reply was received.

DAC meeting was not convened by the PAO despite reminders.

Audit therefore recommends that reasons be explained for unjustified procurement of material after completion of the project.

4.3.2 Wasteful expenditure due to procurement of excess material – Rs 78.692 million

Para 1801 of Railway 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 performance audit, it was observed that different type of material valuing Rs 78.692 million was lying unutilised in different shops. The material was purchased in excess of the actual requirements. The project was completed in October 2017 while the above said material was found available in shops during inspection in February-March 2018. This resulted in wasteful expenditure which caused loss to PR **(Annex-G)**.

The matter was pointed out to the formation in May 2018. Management replied in August 2018 that before receipt of first material in September 2015, material was used from the Revenue head. Now the excess material would be adjusted against the material utilised from the Revenue head. The reply was not satisfactory as the project material should be kept separated from the Revenue head and should be utilised solely for the project for which it was purchased. The utilisation of material from Revenue head and then its adjustment against project material does not cover under any rule.

DAC meeting was not convened by the PAO despite reminders.

Audit therefore, recommends that responsibility be fixed upon the person(s) at fault. Steps may also be taken to avoid recurrence.

4.3.3 Irregular splitting of Procurement- Rs 58.536 million

Rule 9 of PPR-2004 provides that a procuring agency shall announce in appropriate manner all proposed procurements for each financial year and shall proceed accordingly without any splitting or re-grouping of the procurements so planned.

During Performance Audit, it was noticed that material of similar nature valuing Rs 43.571 million was purchased by the project management. Out of this, some material was purchased through local purchase and other through limited tender **(Annex-H-1)**. This showed that the procurement was made in two different ways through splitting. Further, it was noticed that procurement of different items valuing Rs 14.965 million was made by re-grouping/splitting up as the purchase orders below Rs 100,000 were issued frequently to avoid approval of higher authority **(Annex-H-2)**. Audit observed that this action was taken only to avoid competition. This clearly indicated that cannons of financial propriety were violated and undue favour was given to the contractors by making local purchases. This resulted in irregular splitting of procurement amounting to Rs 58.536 million.

The matter was pointed out to the formation in May 2018. Management replied in August 2018 that due to different material required for different coaches with regards to colour and design, material was purchased through local purchase on arrival of coaches in workshop. So it was not possible to procure the material through tendering system. Further, tendering process takes three to four months to finalize therefore, local purchase was made. The reply was not satisfactory as it occurred due to bad planning and to avoid tendering. The issue could have been resolved by conducting a survey for procurement of material at large but the same was not done and the material was purchased through local purchase and limited tender to avoid approval of competent authority only.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that reasons be explained for splitting of procurement and responsibility be fixed against those at fault.

4.3.4.1 Irregular payment to non-active income tax payer contractors - Rs 5.022 million

As per terms and conditions of tenders for procurement of goods/services, the payment to the registered suppliers is linked with the Active Taxpayer status of the suppliers as per FBR database. If any registered supplier is not on Active Taxpayers List, his payment shall be stopped till he files his mandatory returns and appears on ATL of FBR.

Contrary to above, during the performance audit, it was noticed that CCP office procured material valuing Rs 44.375 million from different suppliers. Scrutiny of the record revealed that payment amounting to Rs 5.022 million was made to the contractors who were not available on Active Income Taxpayers List of FBR. Therefore, payment was made in contravention to above clause. This resulted in irregular payment to the contractors and showed weak internal controls **(Annex-I)**.

The matter was pointed out to the formation in May 2018. It was replied that audit has taken the dates from books of accounts which were not the payment dates. All the 7 firms were active on payment dates. The reply was partially acceptable as 3 firms were inactive on payment dates therefore, irregular payment was made.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that reasons be explained for making payment to non-active tax payers and recurrence be avoided.

4.3.4.2 Loss due to procurement from non-active sales tax payers – Rs 18.163 million

As per clause 5 of terms and conditions of limited tender enquiry/ purchase orders, the sale of goods shall be subject to production of duty and taxes payment proof by the seller. No payment shall be permissible unless and until the said proof is provided. Further, payment shall be made on presentation of sale tax registration number as well as proof of payment of sale tax to the sale tax department.

Contrary to above, during performance audit, it was noticed that DS office Mughalpura procured different types of material from suppliers. Scrutiny of record revealed that contracts valuing Rs 133.552 million were awarded to different firms which did not provide their certificates of active sale tax / proof of sales tax returns in contravention of above clause. Railway administration deducted only an amount of Rs 4.540 million i.e. 1/5 of sales tax and made remaining payment i.e. 4/5 amounting to Rs 18.163 million to the contractors on account of sale tax without obtaining any active sales taxpayer proof. This amount was required to be retained by the Railway administration and should have been paid to sales tax authorities directly. This resulted in loss to public exchequer and showed weak internal controls. The detail is as under:

(Rs. in million)

Material procured by the WM/M	Material procured by the DEE/W	Material procured for Carriage shops	Total value of material procured	Percentage of Sales Tax withheld by the P.R	Payment of sales tax made to the contractors
17.627	7.817	108.108	133.552	17% of 133.552 (m) =22.704 (m) 1/5th of 22.704 i.e. 4.541 (m)	22.704-4.541 = 18.163.

The matter was pointed out to the formation in May 2018 to which no reply was received.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that reasons be explained for purchase of material from non-active sale tax payers and without obtaining the proof of payment of sale tax returns to the sale tax department.

4.3.5 Loss due to procurement of imported material at higher rates – Rs. 17.168 million

Rule 9 of the Public Procurement Rules-2004 provides that a procuring agency shall announce in an appropriate manner all proposed procurement for each financial year and all proceed accordingly without any splitting or re-grouping of the procurement so planned.

During performance audit while reviewing the record of procurement of imported material, it was noticed that 2350 Solid Wheel Disc hot rolled/forged were procured for this project by the CCP office through splitting. As 750 units were purchased from Ukraine @ US$ 745 per unit and 1600 units were purchased from China @ US$ 527 per unit with a gap of one year and two months. There was difference of US$ 218 between both the rates, which resulted in loss to PR. Had the required quantity of 2350 units been entirely purchased from China @ $ 527 per unit, loss of Rs 17.168 million (750 units x 218 US$ x Rs 105) could have been avoided.

The matter was pointed out to the formation in May 2018 to which no reply was received.

DAC meeting was not convened by the PAO despite reminders.

Audit therefore recommends that responsibility be fixed for procurement of material at higher rates. Remedial measures be adopted to avoid such recurrence.

4.3.6 Loss due to non- collection of bid security from the contractors – Rs 0.540 million

Clause 7 of General Terms and Conditions of Limited Tender fixed by P.R states that 2% bid security money shall be deposited first and after issuance of P.O the supplier shall deposit 3% more amount through CDR of the total value of contract price.

Contrary to above, during the performance audit, it was noticed that different purchase orders were finalised by PR for procurement of material. Project management did not collect 5% bid security money from the contractors which was mandatory. Later on, contractors failed to supply the required material. Due to non receipt of material within considerable time period, Railway management cancelled most of the purchase orders and advised the contractors to deposit fresh CDR on account of 5% bid money within 15 days to which no response was given by the suppliers. Remaining purchase orders were neither cancelled nor bid money was received. Resultantly, Pakistan Railways sustained loss amounting to Rs 0.540 million due to non-receipt of bid security money from the contractors **(Annex-J)**.

The matter was pointed out to the formation in May 2018 to which no reply was received.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that reasons be explained for non-collection of bid security from the suppliers and responsibility be fixed against those held responsible.

4.3.7 Irregular local purchase without obtaining three quotations – Rs 0.386 million

As per PPRA rule 42(b)(iii), minimum of three quotations are required to be obtained for procurement of material through local purchase.

During Performance Audit, it was noticed that material valuing Rs 0.386 million was procured through local purchase without obtaining three quotations **(Annex-K)**. This procurement was irregular as undue favour was given to the supplier.

The matter was pointed out to the formation in May 2018 to which no reply was received.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that reasons be explained for irregular local purchase without obtaining three quotations. Responsibility be fixed against those at fault and recurrence be avoided.

4.3.8 Non-collection of performance guarantee – Rs 0.358 million

As per PPRA rule 39 provides that the procuring agency shall require from the successful bidder to furnish a performance guarantee not exceeding ten percent (10%) of the contract amount.

Contrary to above, during performance audit it was noticed that in limited tenders, Railway management failed to collect 10% performance guarantee amounting to Rs 0.358 million from the suppliers by putting Pakistan Railways at risk **(Annex-L)**. This resulted in non-compliance of above mentioned rule.

The matter was pointed out to the formation in May 2018 to which no reply was received.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that reasons be explained for non-collection of performance guarantee from the suppliers/contractors.

4.4 Asset Management

During Performance Audit, it was observed that asset management in the Project was not done in an efficient manner. The significant observations are discussed in the following paras.

4.4.1 Suspected misappropriation of material – Rs. 0.064 million

Para 807 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 performance Audit it was noticed that different type of material was procured through limited tender. The quantity mentioned in the purchase orders was not fully received in shop as was evident from the ledger cards **(Annex-M)**. This resulted in suspected misappropriation of material valuing Rs 64,178.

The matter was pointed out to the formation in May 2018 to which no reply was received.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that reasons be explained for short delivery of material and responsibility be fixed against the persons at fault.

4.5 Monitoring and evaluation

During the course of Performance Audit, audit found out that there was no effective mechanism to monitor timely completion of each phase of the project. The management also did not get approval of extension in time line for delayed execution from the CDWP. The significant observation is discussed in the following paragraph.

4.5.1 Loss of potential earnings due to non/late repair of coaches and wagons-Rs 691.750 million

Standard Operating Procedure regarding periodic overhauling of coaches and wagons states that maximum 29 to 35 days would be spent on repair of one coach and 7 days for each wagon.

During performance audit, it was noticed that upon receipt of coaches and wagons in shops for special repair, extra time was consumed than allowed on repair and maintenance **(Annex-N)**. Thus, violation of above mentioned SOP resulted in loss of potential earnings amounting to Rs 691.750 million on one side and undue utilisation of space in workshops due to detention of stock on the other side. Hence, Railways had to suffer loss due to slackness of management.

The matter was pointed out to the formation in May 2018. Management replied in August 2018 that during special repair of stock, a critical situation created due to non-availability of material/components of goods and coaching stock. This resulted in non/late repair of stock. The reply was not satisfactory as ten coaches have not yet been repaired despite completion of the project and those were replaced by other ten coaches. The remaining coaches and wagons were repaired late which caused loss as the project was launched to enhance the revenue earnings of PR. This resulted due to mismanagement and non-posting of independent project director.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that responsibility of loss for non/late repair of coaches and wagons be fixed under intimation to Audit.

4.5.2 Non-maintenance of Liability Register and non-reconciliation with Accounts Office – Rs 377.410 million

Guidelines for project management state that there shall be a Liability Register in each project. The head clerk shall monitor the progress of the expenditure and receipts and furnish, with the approval of the Principal Accounting Officer, a monthly statement of departmental expenditure and receipts to the accounts office for reconciliation.

During performance audit, it was noticed that no Liability Register was maintained by the project staff. Therefore, reconciliation of receipts and expenditure was not done with the accounts office. This resulted in difference of figures regarding budget, cash release and actual expenditure among the PD office, Accounts office and Planning cell, Ministry of Railways. The detail of figures upto December 2017 is as under;

(Rupees in million)

Year	Amount of Cash Release received	Amount of expenditure booked in accounts by the SAO/Books	Amount of expenditure shown by the Planning cell, MoR	Difference between both the figures
2014-15	105.000	0.009	0.009	-
2015-16	1,000.00	312.746	600.000	287.254
2016-17	659.997	809.808	809.808	-
2017-18	400.000	180.033	270.189	90.156
Total		1302.596	1680.006	**377.410**

The matter was pointed out to the formation in May 2018. Management replied in August 2018 that the desired record was maintained by the DAO/Workshop and AO/Project. No staff provision was in PC-1 to deal day to day matters. Despite this, head clerk/budget of CME/C&W office prepared monthly reconciliation statement. The reply was not satisfactory as due to change in figures, correct booking of expenditure was not made.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that mater may be investigated and differences be cleared for proper accountal and booking of expenditure under intimation to Audit.

4.5.3 Irregular extension in execution period

As per Planning Commission's Notification No.24(4)PIA-I/PC/2016 dated 28th June, 2016, the Secretary concerned may continue to extend the period of execution only once which will not be beyond the closing date of financial year (i.e.30th June). However, in case of unavoidable circumstances approval for proposed extension would be considered by the CDWP.

In contradiction to above, during performance audit it was observed that project was to be completed in 24 months i.e. till 20.02.2017. But, CME/C&W wrote to the Secretary Railways for extension of the project upto 30.06.2018 without mentioning the actual date of completion of the project. The Secretary Railways granted extension upto 30.06.2018 which was irregular as the PAO could grant extension only up to 30.06.2017 under the rules. Second extension from 01.07.2017 to 30.06.2018 was required to be obtained from CDWP. This resulted in unjustified extension by the Secretary.

The matter was pointed out to the formation in May 2018. Management replied in August 2018 that two extensions in execution period can be granted by the Principal Accounting Officer. Now the case has been referred to Ministry of Railways for onward submission to Planning Division for further extension. The reply was not satisfactory and relevant as the first extension was required to be obtained from the

Secretary/Railways upto 30th June 2017. The same was done but extension was obtained upto 30th June 2018 which was wrong.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that reasons for irregular extension in execution period beyond 30.06.2017 be explained. Documentary evidence regarding grant of two extensions by the PAO and actually extensions granted by the PAO be provided to Audit. Further, status of third extension from the Ministry of Planning may also be given.

4.5.4 Non-preparation of completion report due to irregular extension of project

Para 1811 of Pakistan Government Railway Code for the Engineering Department states that if, for any reasons, a work on which expenditure has been incurred is stopped, and if there is no reasonable prospect of completing it in near future the account of the work should, as in case of completed work, be closed and a completion report drawn and submitted to the authority, competent to sanction the expenditure incurred.

During performance audit, it was observed that the work on special repair was completed in October 2017 as reported by the WM/Coaches and Wagons Mughalpura Lahore. But the Project was shown incomplete and extension in time period was obtained upto 30.06.2018. This irregularity resulted in non-preparation of completion report of the project which was against the rule.

The matter was pointed out to the formation in May 2018. The management replied in August 2018 that utilization of material from the Revenue head caused outstanding matured liabilities. Therefore, completion report could not be drawn till adjustment/return of project material to the Revenue head and approval of second extension. The reply was not satisfactory because project work was not planned properly. Resultantly, material received late and project could not be closed due to adjustment of material received late, inspite of the fact that work of special repair was completed in October 2017.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that responsibility for non-execution of project activities properly be fixed. Project completion report should be drawn immediately after closing the project.

4.5.5 Ineffective monitoring and evaluation of repaired coaches and wagons

Clause 5.4 of guidelines for Project Management states that a new concept of Result Based Monitoring has been introduced by the Projects Wing. This exercise focuses on the achievement of results i.e. input, output and outcome during the currency of implementation of projects.

During performance audit, it was observed that 800 coaches and 2000 wagons were repaired and released to the concerned quarters. However, neither any record regarding their performance nor any system for their monitoring and evaluation was maintained by the project management. Therefore, performance of repaired coaches and wagons was not being watched by the project management, therefore rendering the results of the Project unverifiable. The violation of above mentioned clause resulted in non-evaluation of performance indicators such as amount earned and distance travelled by each coach and wagon, and reduction in periodic overhauling.

The matter was pointed out to the formation in May 2018. Management replied in August 2018 that coaches and wagons turned out under this project led to substantial increase in the availability of coaching and wagons. The reply was entirely irrelevant as the audit objected that coaches and wagons repaired under this project were not properly monitored to check the revenue generated through this repaired stock.

DAC meeting was not convened by the PAO despite reminders.

Audit therefore, recommends that performance of each coach and wagon repaired be prepared and provided to Audit to check the accomplishment of the project.

4.5.6 Non-execution of periodic overhauling of coaches included in the project of special repair

According to PC-1, one of the objectives of this project was to procure essentially required imported/locally manufactured spares for special repair of stabled 800 coaches and 2000 wagons.

During performance audit, it was noticed that stabled 800 coaches and 2000 wagons were proposed for special repair. Many of them were also due for periodical overhauling since long. However by changing the scope of work, neither special repair of these coaches and wagons was carried out nor any periodic overhauling was done till audit assignment **(Annex-O)**. Thus, project management not only failed to do the specific job for which project was launched but also failed to execute the routine overhauling. This not only resulted in exposing lives of passengers to risk due to non-repair of coaches but also rendered the project ineffective.

The matter was pointed out to the formation in May 2018. Management replied in August 2018 that all type of necessary repair which was approved in PC-1 was carried out. The reply was not tenable as 29 coaches were initially included in the project of special repair. Neither any special repair nor periodic overhauling/routine repair was carried out at all.

DAC meeting was not convened by the PAO despite reminders.

Audit therefore recommends that responsibility be fixed for not carrying out the special repair as well as periodic overhauling of these coaches as these were included in the project of special repair.

4.5.7 Loss due to sub-standard and repeated repair of coaches and wagons

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 will be held personally responsible for any loss sustained by Government through fraud or negligence on his part.

During performance audit, it was noticed that many of coaches and wagons were repaired twice/thrice during the currency of the project **(Annex-P)**. This showed that sub-standard repair of coaches and wagons was done as stock repaired under special repair project does not require repair time and again. This showed inefficiency on the part of the management which resulted in loss to PR.

The matter was pointed out to the formation in May 2018 to which no reply was received.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that reasons for substandard repair be explained. Responsibility be fixed against the persons at fault.

4.5.8 Non-implementation of instructions issued through joint procedure order

Project Director's letter dated 10.01.2015 states that the parts and material against the project will be kept separately in the custody store in C&W Store Depot, Mughalpura and will be issued to the consumer as per procedure. Proper record for receipt and utilisation of parts and material will be maintained by all concerned.

During performance audit, it was noticed that inspite of issuance of instructions, neither record of material was maintained separately nor material itself was kept separate from the material purchased for other revenue works. Resultantly, physical verification of stock was not possible. This occurred only due to non-implementation of instructions issued through joint procedure order especially for this project.

The matter was pointed out to the formation in May 2018. Management replied in August 2018 that material purchased through local purchase was kept in Shops petty store directly for which Ledger cards were maintained separately. Whereas, material purchased through FOB was kept in C&W Depot. The reply was not satisfactory as neither record was maintained separately for the project material nor was kept separate from the Revenue material.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that reasons for non-maintenance of separate record and non-keeping of material separate be explained.

4.5.9 Fraudulent double charging for repair of same coaches and wagons

The Works Managers/C&W Shops Mughalpura letters dated 31.08.2017 and 17.10.2017 state that all the 800 coaches and 2000 wagons proposed in the project of special repair have been turned out.

During performance audit, it was observed that out of 800 coaches and 2000 wagons, 92 coaches and 54 wagons were repaired once and accounted for twice/thrice in the project. Actually, 146 coaches and wagons (92 coaches + 54 wagons=146) were repaired less due to their accountal twice. Further, it was observed that 86 wagons were repaired in C&W shop Hyderabad under this project. While reviewing record, it was noticed that out of these 86 wagons, 10 wagons were not repaired at all but these were accounted for in 2000 wagons. This showed that number of 800 coaches and 2000 wagons were completed by fake counting of coaches and wagons. This resulted in bogus repair and misleading facts and represents mala fide intention on the part of the project management **(Annex-Q)**.

The matter was pointed out to the formation in May 2018 to which no reply was received.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that inquiry be conducted for fake counting of coaches and wagons and reasons be explained for inclusion of 156 unrepaired coaches and wagons in the list of completed stock.

4.5.10 Less utilisation of repaired wagons

Clause 5 of PC-1 of the project states that the object of this project/investment is to procure essentially required imported/locally manufactured spares for special repair of stabled 800 coaches and 2000 wagons to improve their availability, reliability and safety.

During performance audit, record of movement of wagons at different sites was reviewed. It was noticed that wagons repaired under this project were not being utilised fully. Their Receipt and Dispatch Register available at different sites disclosed their long stay at different locations ranged from 7 to 233 days. This showed that either the wagons were repaired unnecessarily or were not being managed properly and booked on demand. This showed inefficiency on the part of Railway management which failed to utilise the repaired stock fully and could not bring improvement in availability of stock **(Annex-R)**.

The matter was pointed out to the formation in May 2018 to which no reply was received.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that reasons be explained for non-utilisation of wagons over a number of days and their unnecessary detention at different stations, besides fixing responsibility.

4.5.11 Non-achievement of objectives due to utilisation of funds for purposes other than specified in PC-I - Rs 1680.006 million

Clause 5 of PC-1 of the project states that the objective of this project/investment is to procure essentially required imported/locally manufactured spares for special repair of stabled 800 coaches and 2000 wagons to improve their availability, reliability and safety.

During performance audit, it was observed that special repair of 800 coaches and 2000 wagons was not done, instead periodic overhauling, which was a scheduled repair was carried out. The objectives of the project could not be achieved as neither quantity of fit stock was increased nor economic life of stabled stock was enhanced. Even out of stabled 800 coaches and 2000 wagons, only 162 coaches and 676 wagons were considered for repair. It was further observed that coaches and wagons repaired under this project were given the schedule of next repair in the same manner as given after every periodic overhauling. This clearly showed that special repair of the stock was not carried out. The whole expenditure amounting to Rs 1680.006 million was irregular due to incorrect execution of project in violation of PC-1.

The matter was pointed out to the formation in May 2018. Management replied in August 2018 that special repair was done as described in PC-1. The scope of work was carried out in conjunction with the overhauling maintenance schedule including safety for keeping the return date and maintenance parameters streamlined. The reply was irrelevant as special repair of coaches and wagons was not done as approved in PC-1. Only periodic overhauling was executed of all the coaches and wagons. Further, out of 800 coaches and 2000 wagons, only 162 coaches and 676 wagons were repaired. Remaining stabled coaches and wagons were not repaired. Due to that, neither economic life of the repaired stock was enhanced nor number of coaches and wagons were increased due to inclusion of other fit stock.

DAC meeting was not convened by the PAO despite reminders.

Audit recommends that reasons for incurring irregular expenditure as well as change of scope of work i.e. from special repair to periodic overhauling be explained. Responsibility be fixed against the persons at fault under intimation to Audit.

4.6 Overall Assessment

The overall performance of the project was unsatisfactory because the project failed to achieve its objectives. The reported progress regarding accomplishment of the project was also incorrect as 92 coaches and 54 wagons were shown to have been repaired by counting their numbers twice and 10 wagons not repaired at all were included in the list by making fraudulent double entries. The following state of affairs renders the whole expenditure infructuous and wasteful.

i. Relevance: The project audited was not included in MTDF and was accommodated in the PSDP through sectoral adjustment.

ii. Efficacy: Financial management of the project was very poor as is evident from the fact of abnormal saving of 55% in the local component and 300% excess expenditure against the FEC.

iii. Efficiency: Time overrun was observed in the project from six to eight months.

iv. Economy: The project failed to follow canons of economy as unnecessarily procured material was still lying in stores and further procurement was still in process even after the completion of the project.

v. Effectiveness: Out of the total stabled stock, only 20% coaches were repaired to the extent of POH by altogether ignoring the remaining 80% included in the PC-1. Similarly, 34% wagons were periodically overhauled by leaving behind 66% of the approved stock. This indicates that the special repair of stabled stock as proposed in the PC-1 was not carried out as per approved list.

vi. Compliance with Rules: Funds provided by the Planning Commission were utilised on routine repair of other stock in violation in PC-I.

vii. Performance rating of the project: Unsatisfactory

viii. Risk rating of the project: High

5. CONCLUSION

The project was planned in haste without any deliberations and without carrying out proper feasibility study. Its execution was not carried out efficiently because there was a time overrun of eight months. Its effectiveness is also questionable because no special repair work of the stabled stock which was planned in the PC-1 was carried out. The potential economic benefits after the proposed outlay of Rs 1,810.00 million could not be achieved because only 20% of stabled coaching stock and 34% of stabled goods stock was put into operation by carrying out simple overhauling while remaining 73% stock is still stabled in sick line. A potential financial benefit of Rs 2,323.00 million per annum could have been reaped, had the project been executed according to the provisions of sanctioned PC-1. The SOP of Planning Commission was also not followed during proposed two years currency of the project as five Project Directors were changed. Therefore, it can safely be concluded that the project was not executed keeping in view the performance indicators.

5.1 Key issues for the future

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

5.2 Lessons Identified

The project should be started with proper planning after ascertaining the ground realities. There should be single dedicated Project Director as required by the “Guidelines of Project Management” circulated by Planning Commission. The financial management should also be exercised in an efficient and economical manner. Management should also avoid modifications after approval of PC-1. The preparation of PC-I on vague facts and figures may lead to substantial change in the scope of work which may also hamper achieving the progress and expected benefits of the project.

ACKNOWLEDGEMENT

Audit acknowledges the support of the Project Director/CME, WMs/Carriage and Wagons, WM/Hyderabad, and DCOS Shipping for their cooperation and assistance in providing the necessary information and record to Audit.

Annex-A

Detail of 162 coaches repaired out of 800 coaches recommended for special repair (Para 4.1.4)

Sr. No.	Coach No.	Code	Sr. No.	Coach No.	Code	Sr. No.	Coach No.	Code
1	8500	ZAH	35	9262	ZFTH	69	9686	ZFH
2	11440	ZFTH	36	9706	ZFTH	70	9702	ZFH
3	11468	ZFTH	37	9929	ZFTH	71	9823	ZFH
4	11470	ZFTH	38	12004	ZFTH	72	9881	ZFH
5	11474	ZFTH	39	12014	ZFTH	73	11701	ZFTLRH
6	11477	ZFTH	40	12022	ZFTH	74	11702	ZFTLRH
7	8546	ZFTH	41	12024	ZFTH	75	11703	ZFTLRH
8	8555	ZFTH	42	12039	ZFTH	76	11704	ZFTLRH
9	8595	ZFTH	43	12059	ZFTH	77	11705	ZFTLRH
10	8609	ZFTH	44	12069	ZFTH	78	11706	ZFTLRH
11	8628	ZFTH	45	12076	ZFTH	79	11709	ZFTLRH
12	8658	ZFTH	46	12077	ZFTH	80	5281	ZFTLRH
13	8663	ZFTH	47	12084	ZFTH	81	5284	ZFTLRH
14	8962	ZFTH	48	12089	ZFTH	82	5286	ZFTLRH
15	8984	ZFTH	49	12109	ZFTH	83	5287	ZFTLRH
16	9005	ZFTH	50	12133	ZFTH	84	5288	ZFTLRH
17	9006	ZFTH	51	12165	ZFTH	85	5289	ZFTLRH
18	9016	ZFTH	52	12169	ZFTH	86	5290	ZFTLRH
19	9017	ZFTH	53	12171	ZFTH	87	5291	ZFTLRH
20	9020	ZFTH	54	12175	ZFTH	88	5294	ZFTLRH
21	9034	ZFTH	55	12176	ZFTH	89	5295	ZFTLRH
22	9045	ZFTH	56	12182	ZFTH	90	5297	ZFTLRH

23	9106	ZFTH	57	12185	ZFTH	91	5298	ZFTLRH
24	9114	ZFTH	58	943	ZFH	92	5300	ZFTLRH
25	9115	ZFTH	59	961	ZFH	93	5653	SLR
26	9118	ZFTH	60	1469	ZFH	94	5293	ZFTLRH
27	9120	ZFTH	61	4261	ZFH	95	5192	ZFTLRH
28	9123	ZFTH	62	4343	ZFH	96	5410	ZCDH
29	9133	ZFTH	63	4381	ZFH	97	1635	ZCDH
30	9141	ZFTH	64	9079	ZFH	98	4221	ZCDH
31	9153	ZFTH	65	9384	ZFH	99	4222	ZCDH
32	9185	ZFTH	66	9649	ZFH	100	4223	ZCDH
33	9194	ZFTH	67	9657	ZFH	101	4224	ZCDH
34	9261	ZFTH	68	9670	ZFH	102	4226	ZCDH
103	4230	ZCDH	123	5411	ZFTLRGH	152	6561	ZLH
104	4231	ZCDH	124	5415	ZFTLRGH	153	6562	ZLH
105	4232	ZCDH	125	5675	ZFTLRGH	154	6563	ZLH
106	4233	ZCDH	126	5938	ZFTLRGH	155	6564	ZLH
107	4234	ZCDH	127	5940	ZFTLRGH	156	6566	ZLH
108	4235	ZCDH	128	5943	ZFTLRGH	157	6570	ZLH
109	3150	ZDH	129	5944	ZFTLRGH	158	6571	ZLH
110	3152	ZDH	130	5956	ZFTLRGH	159	6573	ZLH
111	3153	ZDH	131	5956	ZFTLRGH	160	6578	ZLH
112	3154	ZDH	141	4737	ZRDGH	161	6580	ZLH
113	3155	ZDH	142	15	URA	162	6585	ZLH
114	3172	ZFTDH	143	20	URA			
115	3173	ZFTDH	144	22	URA			
116	3174	ZFTDH	145	24	URA			
117	3175	ZFTDH	146	33	URA			

118	3177	ZFTDH	147	34	URA			
119	3178	ZFTDH	148	35	URA			
120	3182	ZFTDH	149	40	URA			
121	3184	ZFTDH	150	42	URA			
122	3190	ZFTDH	151	6557	ZLH			

Detail of 676 wagons repaired from 2000 wagons recommended for special repair

Sr.No	Wagon No.	Code	Sr.No	Wagon No.	Code	Sr.No	Wagon No.	Code
1	40502	BC	25	44339	BC	49	44390	BC
2	44301	BC	26	44340	BC	50	44391	BC
3	44303	BC	27	44341	BC	51	44392	BC
4	44304	BC	28	44342	BC	52	44393	BC
5	44307	BC	29	44343	BC	53	44394	BC
6	44308	BC	30	44344	BC	54	44402	BC
7	44309	BC	31	44346	BC	55	44416	BC
8	44311	BC	32	44374	BC	56	44419	BC
9	44312	BC	33	44349	BC	57	44420	BC
10	44313	BC	34	44350	BC	58	44421	BC
11	44314	BC	35	44354	BC	59	44428	BC
12	44316	BC	36	44356	BC	60	44805	BC
13	44318	BC	37	44358	BC	61	44815	BC
14	44319	BC	38	44359	BC	62	40935	BFC
15	44321	BC	39	44360	BC	63	40941	BFC
16	44323	BC	40	44370	BC	64	49450	BFC
17	44324	BC	41	44373	BC	65	49471	BFC
18	44326	BC	42	44375	BC	66	49667	BFC
19	44327	BC	43	44376	BC	67	49741	BFC
20	44329	BC	44	44379	BC	68	49753	BFC
21	44330	BC	45	44380	BC	69	49776	BFC
22	44332	BC	46	44383	BC	70	49798	BFC
23	44333	BC	47	44385	BC	71	42409	BFRC
24	44334	BC	48	44388	BC	72	42563	BFRC

S.No	Wagon No.	Code	S.No	Wagon No.	Code	S.No	Wagon No.	Code
73	42622	BFRC	97	56713	BKW	121	6671	BTO
74	42630	BFRC	98	5219	BTO	122	6675	BTO
75	44195	BFRC	99	5228	BTO	123	6677	BTO
76	44196	BFRC	100	6455	BTO	124	6678	BTO
77	44253	BFRC	101	6461	BTO	125	6681	BTO
78	44263	BFRC	102	6483	BTO	126	6683	BTO
79	49425	BFKC	103	6515	BTO	127	6684	BTO
80	49444	BFKC	104	6522	BTO	128	6686	BTO
81	49457	BFKC	105	6527	BTO	129	6689	BTO
82	49461	BFKC	106	6551	BTO	130	6693	BTO
83	49614	BFKC	107			131	6694	BTO
84	49634	BFKC	108			132	6698	BTO
85	49697	BFKC	109	6581	BTO	133	6699	BTO
86	49730	BFKC	110	6600	BTO	134	6700	BTO
87	49805	BFKC	111	6652	BTO	135	6701	BTO
88	49902	BFKC	112	6653	BTO	136	6703	BTO
89	56603	BFKC	113	6656	BTO	137	6706	BTO
90	56632	BKW	114	6657	BTO	138	6707	BTO
91	56655	BKW	115	6658	BTO	139	6710	BTO
92	56662	BKW	116	6659	BTO	140	6714	BTO
93	56668	BKW	117	6663	BTO	141	6717	BTO
94	56689	BKW	118	6664	BTO	142	6718	BTO
95	56700	BKW	119	6665	BTO	143	6719	BTO
96	56707	BKW	120	6668	BTO	144	6722	BTO

Sr.No	Wagon No.	Code	Sr.No	Wagon No.	Code	Sr.No	Wagon No.	Code
145	6725	BTO	171	73254	BTO	197	73133	ZBTO
146	6728	BTO	172	73335	BTO	198	73169	ZBTO
147	6729	BTO	173	73714	BTO	199	73171	ZBTO
148	6732	BTO	174	6401	ZBTO	200	73186	ZBTO
149	6734	BTO	175	6419	ZBTO	201	73212	ZBTO
150	6746	BTO	176	6433	ZBTO	202	73263	ZBTO
151	6764	BTO	177	6443	ZBTO	203	73285	ZBTO
152	6767	BTO	178	6451	ZBTO	204	73288	ZBTO
153	7103	BTO	179	6498	ZBTO	205	73323	ZBTO
154	7105	BTO	180	6533	ZBTO	206	73330	ZBTO
155	7106	BTO	181	6542	ZBTO	207	73368	ZBTO
156	7107	BTO	182	6555	ZBTO	208	73373	ZBTO
157	7120	BTO	183	6721	ZBTO	209	73377	ZBTO
158	7135	BTO	184	6731	ZBTO	210	73380	ZBTO
159	7154	BTO	185	6760	ZBTO	211	73390	ZBTO
160	67409	BTO	186	6792	ZBTO	212	73402	ZBTO
161	67410	BTO	187	7001	ZBTO	213	73440	ZBTO
162	67418	BTO	188	7020	ZBTO	214	73457	ZBTO
163	67443	BTO	189	67432	ZBTO	215	73496	ZBTO
164	67476	BTO	190	67472	ZBTO	216	73500	ZBTO
165	72633	BTO	191	73005	ZBTO	217	78705	ZBTO
166	73025	BTO	192	73012	ZBTO	218	78724	ZBTO
167	77088	BTO	193	73032	ZBTO	219	78725	ZBTO
168	73104	BTO	194	73037	ZBTO	220	78727	ZBTO
169	73178	BTO	195	73060	ZBTO	221	91002	ZBC
170	73226	BTO	196	73101	ZBTO	222	91003	ZBC

223	91004	ZBC	251	91078	ZBC	279	91131	ZBC
224	91005	ZBC	252	91079	ZBC	280	91132	ZBC
225	91006	ZBC	253	91081	ZBC	281	91133	ZBC
226	91007	ZBC	254	91087	ZBC	282	91141	ZBC
227	91008	ZBC	255	91091	ZBC	283	91142	ZBC
228	91009	ZBC	256	91092	ZBC	284	91151	ZBC
229	91010	ZBC	257	91094	ZBC	285	91157	ZBC
230	91011	ZBC	258	91095	ZBC	286	91159	ZBC
231	91013	ZBC	259	91096	ZBC	287	91164	ZBC
232	91014	ZBC	260	91097	ZBC	288	91170	ZBC
233	91015	ZBC	261	91098	ZBC	289	91172	ZBC
234	91016	ZBC	262	91100	ZBC	290	91180	ZBC
235	91020	ZBC	263	91101	ZBC	291	91183	ZBC
236	91036	ZBC	264	91102	ZBC	292	91185	ZBC
237			265	91103	ZBC	293	91187	ZBC
238	91054	ZBC	266	91104	ZBC	294	91191	ZBC
239	91057	ZBC	267	91105	ZBC	295	91194	ZBC
240	91058	ZBC	268	91106	ZBC	296	91195	ZBC
241	91059	ZBC	269	91108	ZBC	297	91197	ZBC
242	91062	ZBC	270	91109	ZBC	298	91203	ZBC
243	91063	ZBC	271	91116	ZBC	299	91210	ZBC
244	91064	ZBC	272	91117	ZBC	300	91211	ZBC
245	91066	ZBC	273	91120	ZBC	301	91213	ZBC
246	91067	ZBC	274	91123	ZBC	302	91215	ZBC
247	91072	ZBC	275	91125	ZBC	303	91218	ZBC
248	91073	ZBC	276	91126	ZBC	304	91225	ZBC
249	91075	ZBC	277	91128	ZBC	305	91228	ZBC
250	91077	ZBC	278	91130	ZBC	306	91231	ZBC

Sr.No	Wagon No.	Code	Sr.No	Wagon No.	Code	Sr.No	Wagon No.	Code
307	91233	ZBC	332	91335	ZBC	357	91440	ZBC
308	91234	ZBC	333	91339	ZBC	358	91441	ZBC
309	91238	ZBC	334	91340	ZBC	359	91444	ZBC
310	91244	ZBC	335	91341	ZBC	360	91445	ZBC
311	91248	ZBC	336	91350	ZBC	361	91447	ZBC
312	91256	ZBC	337	91351	ZBC	362	91448	ZBC
313	91262	ZBC	338	91352	ZBC	363	91449	ZBC
314	91264	ZBC	339	91361	ZBC	364	91451	ZBC
315	91266	ZBC	340	91368	ZBC	365	91452	ZBC
316	91270	ZBC	341	91370	ZBC	366	91456	ZBC
317	91271	ZBC	342	91377	ZBC	367	91458	ZBC
318	91272	ZBC	343	91380	ZBC	368	91460	ZBC
319	91273	ZBC	344	91388	ZBC	369	91461	ZBC
320	91278	ZBC	345	91390	ZBC	370	91466	ZBC
321	91280	ZBC	346	91402	ZBC	371	92023	ZBKC
322	91284	ZBC	347	91403	ZBC	372	92024	ZBKC
323	91286	ZBC	348	91409	ZBC	373	92030	ZBKC
324	91290	ZBC	349	91411	ZBC	374	92031	ZBKC
325	91292	ZBC	350	91414	ZBC	375	92034	ZBKC
326	91306	ZBC	351	91419	ZBC	376	92036	ZBKC
327	913015	ZBC	352	91424	ZBC	377	92039	ZBKC
328	913018	ZBC	353	91426	ZBC	378	92042	ZBKC
329	91329	ZBC	354	91427	ZBC	379	92043	ZBKC
330	91330	ZBC	355	91429	ZBC	380	92063	ZBKC
331	91334	ZBC	356	91438	ZBC	381	92064	ZBKC

Sr.No	Wagon No.	Code	Sr.No	Wagon No.	Code	Sr.No	Wagon No.	Code
382	92065	ZBKC	407	92163	ZBKC	432	95006	ZBKC
383	92071	ZBKC	408	92166	ZBKC	433	95007	ZBKC
384	92073	ZBKC	409	92181	ZBKC	434	95008	ZBKC
385	92075	ZBKC	410	92191	ZBKC	438	95012	ZBKC
386	92077	ZBKC	411	92215	ZBKC	439	95013	ZBKC
387	92080	ZBKC	412	92220	ZBKC	440	95014	ZBKC
388	82081	ZBKC	413	92258	ZBKC	441	95015	ZBKC
389	92089	ZBKC	414	92302	ZBKC	442	95016	ZBKC
390	92093	ZBKC	415	92305	ZBKC	443	95017	ZBKC
391	92095	ZBKC	416	92308	ZBKC	444	95018	ZBKC
392	92101	ZBKC	417	92325	ZBKC	445	95019	ZBKC
393	91103	ZBKC	418	92379	ZBKC	446	95020	ZBKC
394	92104	ZBKC	419	92406	ZBKC	447	95021	ZBKC
395	92106	ZBKC	420	92410	ZBKC	448	95022	ZBKC
396	92110	ZBKC	421	92421	ZBKC	449	95023	ZBKC
397	92111	ZBKC	422	92422	ZBKC	450	95024	ZBKC
398	92114	ZBKC	423	92428	ZBKC	451	95025	ZBKC
399	92125	ZBKC	424	92434	ZBKC	452	95026	ZBKC
400	92128	ZBKC	425	92464	ZBKC	453	95027	ZBKC
401	92141	ZBKC	426	92470	ZBKC	454	95028	ZBKC
402	92145	ZBKC	427	95001	ZBKC	455	95029	ZBKC
403	92149	ZBKC	428	95002	ZBKC	456	95031	ZBKC
404	92150	ZBKC	429	95003	ZBKC	457	95032	ZBKC
405	92152	ZBKC	430	95004	ZBKC	458	95033	ZBKC
406	92153	ZBKC	431	95005	ZBKC	459	95034	ZBKC
460	95035	ZBKC	488	95064	ZBKC	516	95092	ZBKC
461	95036	ZBKC	489	95065	ZBKC	517	95093	ZBKC

462	95037	ZBKC	490	95066	ZBKC	518	95094	ZBKC
463	95038	ZBKC	491	95067	ZBKC	519	95095	ZBKC
464	95039	ZBKC	492	95068	ZBKC	520	95096	ZBKC
465	95040	ZBKC	493	95069	ZBKC	521	95097	ZBKC
466	95041	ZBKC	494	95070	ZBKC	522	95098	ZBKC
467	95042	ZBKC	495	95071	ZBKC	523	95099	ZBKC
468	95044	ZBKC	496	95072	ZBKC	524	95100	ZBKC
469	95045	ZBKC	497	95073	ZBKC	525	95102	ZBKC
470	95046	ZBKC	498	95074	ZBKC	526	95103	ZBKC
471	95047	ZBKC	499	95075	ZBKC	527	95193	ZBKC
472	95048	ZBKC	500	95076	ZBKC	528	65227	ZBKC
473	95049	ZBKC	501	95077	ZBKC	529	95242	ZBKC
474	95050	ZBKC	502	95078	ZBKC	530	95282	ZBKC
475	95051	ZBKC	503	95079	ZBKC	531	95288	ZBKC
476	95052	ZBKC	504	95080	ZBKC	532	95336	ZBKC
477	95053	ZBKC	505	95081	ZBKC	533	90003	ZBFC
478	95054	ZBKC	506	95082	ZBKC	534	90004	ZBFC
479	95055	ZBKC	507	95083	ZBKC	535	90007	ZBFC
480	95056	ZBKC	508	95084	ZBKC	536	90009	ZBFC
481	95057	ZBKC	509	95085	ZBKC	537	90013	ZBFC
482	95058	ZBKC	510	95086	ZBKC	538	90022	ZBFC
483	95059	ZBKC	511	95087	ZBKC	539	90023	ZBFC
484	95060	ZBKC	512	95088	ZBKC	540	90038	ZBFC
485	95061	ZBKC	513	95089	ZBKC	541	90039	ZBFC
486	95062	ZBKC	514	95090	ZBKC	542	90047	ZBFC
487	95063	ZBKC	515	95091	ZBKC	543	90035	ZBFC

544	90065	ZBFC	571	90165	ZBFC	598	94038	ZBFC
545	90067	ZBFC	572	90175	ZBFC	599	94039	ZBFC
546	90068	ZBFC	573	90182	ZBFC	600	94040	ZBFC
547	90070	ZBFC	574	90224	ZBFC	601	94042	ZBFC
548	90071	ZBFC	575	90243	ZBFC	602	94047	ZBFC
549	90074	ZBFC	576	90272	ZBFC	603	94049	ZBFC
550	90076	ZBFC	577	90280	ZBFC	604	94050	ZBFC
551	90077	ZBFC	578	94007	ZBFC	605	94056	ZBFC
552	90080	ZBFC	579	94008	ZBFC	606	94058	ZBFC
553	90082	ZBFC	580	94009	ZBFC	607	94059	ZBFC
554	90083	ZBFC	581	94010	ZBFC	608	94060	ZBFC
555	90103	ZBFC	582	94011	ZBFC	609	94061	ZBFC
556	90106	ZBFC	583	94012	ZBFC	610	94062	ZBFC
557	90111	ZBFC	584	94014	ZBFC	611	94065	ZBFC
558	90112	ZBFC	585	94015	ZBFC	612	94067	ZBFC
559	90114	ZBFC	586	94016	ZBFC	613	94068	ZBFC
560	90115	ZBFC	587	94017	ZBFC	614	94069	ZBFC
561	90124	ZBFC	588	94018	ZBFC	615	94070	ZBFC
562	90127	ZBFC	589	94019	ZBFC	616	94071	ZBFC
563	90129	ZBFC	590	94021	ZBFC	617	94072	ZBFC
564	90132	ZBFC	591	94028	ZBFC	618	94073	ZBFC
565	90133	ZBFC	592	94030	ZBFC	619	94074	ZBFC
566	90141	ZBFC	593	94032	ZBFC	620	94076	ZBFC
567	90142	ZBFC	594	94033	ZBFC	621	94078	ZBFC
568	90147	ZBFC	595	94035	ZBFC	622	94079	ZBFC
569	90149	ZBFC	596	94036	ZBFC	623	94083	ZBFC
570	90161	ZBFC	597	94037	ZBFC	624	94084	ZBFC
625	94086	ZBFC	644	94112	ZBFC	663	93045	ZNRV

626	94087	ZBFC	645	94114	ZBFC	664	93046	ZNRV
627	94088	ZBFC	646	94115	ZBFC	665	93047	ZNRV
628	94089	ZBFC	647	94120	ZBFC	666	93051	ZNRV
629	94090	ZBFC	648	94122	ZBFC	667	93055	ZNRV
630	94091	ZBFC	649	94124	ZBFC	668	93062	ZNRV
631	94092	ZBFC	650	93004	ZNRV	669	93064	ZNRV
632	94093	ZBFC	651	93010	ZNRV	670	93066	ZNRV
633	94094	ZBFC	652	93012	ZNRV	671	93071	ZNRV
634	94095	ZBFC	653	93016	ZNRV	672	93074	ZNRV
635	94102	ZBFC	654	93021	ZNRV	673	93077	ZNRV
636	94103	ZBFC	655	93024	ZNRV	674	93079	ZNRV
637	94104	ZBFC	656	93027	ZNRV	675	93080	ZNRV
638	94105	ZBFC	657	93033	ZNRV	676	93510	ZNRV
639	94106	ZBFC	658	93034	ZNRV			
640	94107	ZBFC	659	93036	ZNRV			
641	94108	ZBFC	660	93039	ZNRV			
642	94110	ZBFC	661	93041	ZNRV			
643	94111	ZBFC	662	93043	ZNRV			

Annex-B

Statement showing the detail of non-utilisation of funds and excess expenditure over budget (Para 4.2.1)

(Rupees in million)

Year	**Budget allocation**	**Releases**	**Actual expenditure**	**Saving/Excess**	**%age**
2014-15	300.000	105.000	0.009	(104.991)	100%
2015-16	1,000.000	1000.000	600.000	(400.000)	40%
2016-17	809.991	659.997	809.808	149.811	22.70%
July 2017 to December 2017	670.00	400.00	270.189	(129.811)	32.45%
		Total		**Saving-634.802** **Excess-149.811** **784.613 (m)**	

Annex-C

Statement showing the detail of excess freight charges paid (Para 4.2.3)

S.No.	Description of Material	P.O No.	Estimated freight (USD)	Actual freight paid (USD)	Excess freight paid (USD)
1.	Composite Break Shoe for Ride Control Bogie	03/0007/00-0/1-2015 dated 03.08.2017	18,720	38,450	19,730 (105%)
2.	Brake Beam Assembly and Twist Lock Assembly	03/0029/00-0/1-2016 dated 25.05.2017	15009	24400	9391 (63%)
3.	Axle Finished Machine	03/0025-A/00-0/1-2014 dated 05.03.2016	734.775	1850	1115.225 (152%)
4.	DP Grease for Roller Bearing	10/0016/01-0/2-2014 (ADP) dated 14.10.2015	907.0157	2643	1820.31 (201%)
5.	Solid Wheel Disc Hot rolled and Wheel Disc 920 mm dia	03/0021/01-0/1-2014 dated 09.11.2015	30160.50	84610.80	54450.3 (181%)
			65,531	151,954	86,506.84 (132%)
(86506.84 USD x Rs 104.88)					Rs 9.073 (m)
(US$ 162,800 - US$ 91,444.8 = US$ 71,355.2 x 107.54)					Rs 7.674 (m)
Total excess payment of freight (Rs 9.073 + Rs 7.674)					**Rs 16.747 (m)**

Annex-D

Statement showing the transportation charges paid to the contractor regarding lifting of material from KPT to General Store Karachi

(Para 4.2.4)

S.#	B/E.No	Date	Purchase Order No	Date	Name of Contractor	Transportation charges paid
1	233-PR	01.07.15	02/0012/00-0/1-2014(ADP)	15.04.15	Al-Madina	19635
2	234-PR	01.07.15	02/0012/00-0/1-2014(ADP)	15.04.15	-do-	15258
3	271-R/AIR	19.07.15	10/0011/01-0/2-2014(ADP)		-do-	8526
4	277-PR	26.08.15	10/0011/01-0/2-2014(ADP)	05.08.15	-do-	1798
5	45-PR	25.02.16	03/0021/00-0/1-2014	22.09.15	-do-	8226
6	37-PR	10.02.16	10/0016/01-0/2-2014(ADP)	14.10.13	-do-	18536
7	39-PR	10.02.16	02/0008/01-0/1-2015	11.09.15	-do-	17839
8	52-R	02.03.16	03/0021/01-0/1-2015	19.11.15	-do-	951556
9	64-PR	13.03.16	03/0021/01-0/1-2015	19.11.15	-do-	760878
10	67-PR	14.03.16	02/0002/00-0/1-2015	29.09.15	-do-	12346
11	68-PR	14.03.16	02/0005/00-0/1-2015	11.09.15	-do-	11212
12	82-PR	24.03.16	03/00021/02-0/2015	07.12.15	-do-	58464

13	158-PR	20.06.16	03/0021/03-0/1-2014	22.12.16	-do-	9324
14	166-PR	24.6.16	03/0021/05-0/1-2014	01.01.16	-do-	29598
15	164-PR	23.06.16	03/0021/04-0/1-2014	23.12.15	-do-	8215
16	165-PR	24.06.16	03/0008-A/00-0/1-2015	26.01.16	-do-	7770
17	171-PR	25.06.16	03/0025-A/00-0/1-2014	05.03.16	-do-	30685
18	211-PR	08.08.16	03/0025/00-0/1-2014		-do-	21557
19	206-PR	01.08.16	02/0006/14-0/1-2015	15.03.16	-do-	13960
20	215-PR	09.08.16	03/0008/03-0/1-2015	11.03.16	-do-	9209
21	271-PR	17.10.16	02/0006/13-0/1-2015	16.03.16	-do-	1768
22	294-PR	03.11.16	02/0006/13-0/1-2015	15.03.16	-do-	7770
23	64-R/AIR	01.02.17	01/0001/00-0/1-2013	21.10.16	-do-	2664
24	57-PR	28.01.17	03/0008/14-0/1-2015	04.05.15	-do-	7770
25	162-PR	05.05.17	01/0009/00-0/1-2015	12.10.16	-do-	17839
26	154-PR	27.04.17	03/0001/00-0/1-2015	21.10.16	-do-	931304
27	202-PR	16.06.17	03/0001/00-0/1-2013	21.10.16	-do-	1099223
28	175-PR	22.05.17	03/0001/00-0/1-2013	21.10.16	-do-	1024435
29	193-PR	19.06.17	03/0009/03-0/1-2015	31.10.16	-do-	884
30	222-PR	06.07.17	01/0001/00-0/1-2013	21.10.16	-do-	191924

31	274-PR	08.08.17	03/0003/00-0/1-2016	21.01.17	-do-	15047
32	176-PR	29.06.16	03/0008/03-0/1-2015	31.10.16	-do-	884
33	303-PR	08.09.17	02/0019/00-0/1-2016	30.06.17	-do-	317606
34	386-PR	07.11.17	03/0029/03-0/1-2016	25.05.17	-do-	262680
35	391-PR	10.11.17	03/0001/01-0/1-2015	07.03.17	-do-	1117053
36	397-PR	18.11.17	03/0003/01-0/1-2016	30.06.17	-do-	205995
37	428-PR	20.12.17	03/0001/01-0/1-2013	03.03.17	-do-	Under Clearance
38	73-PR	19.03.18	03/0016/00-0/1-2015	03.08.17	-do-	Under Clearance
39	74-PR	19.03.18	03/0007/00-0/1-2015	03.08.17	-do-	Under Clearance
Total						**7,219,438 7.219 (m)**

Annex-E

Statement showing the detail of temporary mis-appropriation of Government money (Para 4.2.5)

S.No.	Description	Amount	Purchase date	Return Deposit date	Days late	Unutilised Amount
1.	Flush Volve	98600	1/10/2016	3/16/2016	66	6800
2.	Socket & Screw etc.	95580	3/8/2016	3/18/2016	10	2580
3.	Open Spanner etc	96840	3/8/2016	3/18/2016	10	1840
4.	Silcon Sealed Tubes	57000	5/3/2016	5/25/2016	22	600
5.	Iron Tacks 3/4	99880	10/19/2016	11/5/2016	17	14982
6.	Elephant Brand Sol	99550	10/19/2016	11/5/2016	17	1810
7.	Tapestary Cloth Wirth 48"	60000	10/31/2016	11/14/2016	14	400
8.	FS flate Spring	95000	11/28/2016	3/16/2017	108	7600
9.	Release Valve Single ¾	97500	12/3/2016	2/7/2017	66	97500
10.	Bush 22mm	97750	12/10/2016	12/20/2016	10	11500
11.	Plastic Sheet	99940	12/15/2016	12/24/2016	9	4208
12.	Split Pin 5/16X3	96000	12/16/2016	12/24/2016	8	9000
13.	Bush 29mm	95000	12/20/2016	1/4/2017	15	20000
14.	Muslim Shawar	98000	12/22/2016	1/28/2017	37	7350
15.	Black Tandi	62000	1/2/2017	1/18/2017	16	9500
16.	Bolt with Castle Nut	99900	1/12/2017	2/14/2017	33	2000
17.	Bush 30mm	97500	1/17/2017	2/7/2017	21	6500
18.	Tapestary Cloth Wirth 48"	97500	1/31/2017	2/14/2017	14	6500

19.	Curtain Cloth Width 48"	99400	2/23/2017	3/11/2017	16	28400
20.	Curtain Cloth Width 48"	99400	3/9/2017	3/22/2017	13	28400
21.	Curtain Cloth Width 48"	99400	3/21/2017	4/5/2017	15	7100
22.	Electric welding Holder	99500	5/4/2017	5/18/2017	14	2750
23.	Centre Berth Hook P.O No. 944862	97500	6/30/2017	2/7/2018	222	3250
24.	Curtain Cloth Width 52"	66000	7/10/2017	7/25/2017	15	5500
Total						**286,070 0.286(m)**

Annex-F

Statement showing material not received even after completion of the project (Para 4.3.1)

Sr.No.	Description	Unit	P.O	Amount
1	Composite Brake Shoe	80000	P.O. # 03/0007/00-0/1-2015 Dated :04.08.2017	65457600
2	Bearing Cartridge type Roller E class (6 *11)	5600	P.O. # 03/0028/00-0/1-2016 Dated :27.10.2017	131859000
3	Composite Brake Shoe	34600	P.O. # 03/0016/00-0/1-2015 Dated :03.08.2017	28963729
4	Door Lock China for ZNRV	400	P.O. # 03/0029/01-0/1-2015 Dated :09.12.2016	711600
5	Gear Box Assembly (small) Right Hand	50	P.O. # 03/0029/03-0/1-2015 Dated :21.09.2017	3000000
6	Door Pully Assembly for sliding Door ZBC	500	P.O. # 03/0029/04-0/1-2015 Dated :20.09.2017	1000000
7	Central Coupler Yoke Pin	400	P.O. # 03/0029/05-0/1-2015 Dated :21.09.2017	1114400
8	Release valve C&W Assy 3/4	500	P.O. # 02/0017-A/00-0/1-2016 Dated :30.08.2017	412400
9	Complete Kit of SAB WABCO France Distributor Valve C3WIVG consisting of 40 items.	72 Kits	02/0002/00-0/1-2015 Dated: 20.04.2016	4869306
	Complete Kit of SAB WABCO France C3WIVG Distributor Valve (P2D relay valve) consisting of 13 items.	72 Kits	02/0002/00-0/1-2015 Dated: 20.04.2016	
10	301550652 Primary Vertical Oil Dampers,GEREP make sudburg Brand Dispen 2364-00/ Alstom Drawing No. OBE-00-000/6596	500 Each	03/0003/00-0/1-2016 Dated: 21.01.2017	13623937
	8401550652-0.ZV Repair Kit (one Kit is consisting of 13 component part) attached as Annexure 'A'	500 P/Kit	03/0003/00-0/1-2016 Dated: 21.01.2017	
	301510264 Bolster Shock absorber, GEREP make ,sudburg Brand fits to LHB Drawing No. 17527.04.40.02 alt (1) or Asber Mach.SpecNo.601/12 clause No.15 items No.1 to drs No.1-0200-70-091-0 (BTA-9).	400 Each	03/0003/00-0/1-2016 Dated: 21.01.2017	
	8401510264-0.ZV Repair Kit (one Kit is consisting of 13 component part) attached as Annexure 'B'	400 P/Kit	03/0003/00-0/1-2016 Dated: 21.01.2017	

11	Bearing Assembly SKF BC1B 322880 AB (CRC,TSKZ,CNR)	125 Each	03/0044-A/00-0/1-2016 Dated: 30.06.2017	6233010
	Bearing Assembly SKF BC1B 322881 AB (CRC,TSKZ,CNR)	125 Each	03/0044-A/00-0/1-2016 Dated: 30.06.2017	
12	Complete Distributor valve (MZT) MH3f HBG 310/200 with Webtec MZT Part number of K-631 6318	182 Each	02/0008/00-0/1-2015 Dated: 11.09.2015	34054034
	On/Off Cock Complete (Shut of Device part No.K-303.271 for MZT Distributor valve with Webtec MZT Part number of K-303. 171U.	200 Each	02/0008/00-0/1-2015 Dated: 11.09.2015	
	Distributor valve mounting bracket (S.3K) to part No.RD-305.031 for MZT distributor valve with Webtec MZT Part number of K-305-061.	50 Each	02/0008/00-0/1-2015 Dated: 11.09.2015	
	Isolating Cock 1-1/4” to part No 301-620-U with Webtec MZT Part number of K-306-141 T.	50 Each	02/0008/00-0/1-2015 Dated: 11.09.2015	
Total				**291,299,016 Rs. 291.299(m)**

Annex-G

Statement showing material still available in shops as on 1st March 2018 even after completion of project (Para 4.3.2)

Sr.No	Description	Shop No. & Name		Book Balance	Rate/Unit	Total Amount
1.	Diaphhragm for BK/cylinder SP-13A assembly	7123	Fitting	150	705	105750
2.	GasketitemNo.16(MZT BrakeCylinder16"	7123	Fitting	43	6392	274856
3.	Leveling valve handle For CNR Coaches	7123	Fitting	43	3500	150500
4.	Lever hanger assembly(left)for CNR coaches fitted with self lubricating bushes brand RMH (drawing attached)	7123	Fitting	80	4572.9	365832
5.	Isolateing cock 1" LH3 part no.1-67520 Drg:no.va-262	7123	Fitting	177	93.1	16478.7
6.	stainless steel assy 1100mm DG-15 as per semple.	7123	Fitting	160	1090	174400
7.	Complete kit for Relay valve REL-20P consisting of 22 items	7123	Fitting	65	7616	495040
8.	Gas Ket Item # (16) for Brake cylinder type 16" DR321-281A	7123	Fitting	108	6120	660960
9.	Valve Ass: Item # (29) MHF,HBG-310 D/Valve, Part# K-630134	7123	Fitting	90	3944	354960
10.	Complete Kit for MH3fHBG310 consisting of 32 items (MH3fHBG310)	7123	Fitting	97	10744	1042168
11.	Complete Pneumatic Change over valve empty loaded relay valve REL-20P, K-631-291P	7123	Fitting	25	93840	2346000
12.	on/ off cock complete (shut of device part no. k-303.271 for MZT distributer valve with wabtec MZT part number of k 303.171U	7123	Fitting	100	107	10700
13.	distributer valve mounting bracket (s.3k) to part no. RD 305.031 for MZT distributer valve with wabtec MZT part	7123	Fitting	45	490	22050

	number of k-305-061.					
14.	Air Hosepipe Complete620mmDrgNo.101	7123	Fitting	2141	2186	4680226
15.	pad holder assy:left side for TSK bogies as per sample	7123	Fitting	15	2560	38400
16.	pad holder assy:right side for TSK bogies as per sample	7123	Fitting	18	2560	46080
17.	adjuster spindle for chinese brake cylinder.	7123	Fitting	30	2300	69000
18.	complete kit for MZT distributor valve EST 3f HBG.300 consisting of 35 items with wabtec MTZ part number of k-631.003 PR	7123	Fitting	94	12376	1163344
19.	complete weighing vavle type (VTA) to part No.DR452-521 with wabtec MZT catalogue number K-452-521.	7123	Fitting	44	27064	1190816
20.	isolating cock 1 1/4" pak made	7123	Fitting	993	2992	2971056
21.	cutting of cock 1 inch DG-25 pak made	7123	Fitting	87	3000	261000
22.	m.s nit & bolt 1" x 2-1/2" hexagonal with thrad full rol	7123	Fitting	741	128.87	95492.67
23.	m.s nit & bolt 5/16" x 1-1/2" hexagonal with thrad full rol	7123	Fitting	576	140.87	81141.12
24.	m.s nit & bolt 5/8" x 4" hexagonal with thrad full rol	7123	Fitting	581	122.87	71387.47
25.	m.s bolt with nut 1/2" dia x1-1/2" lenth hexagonal with thrad full rol	7123	Fitting	1408	122.87	173000.96
26.	m.s bolt with nut 1/2" dia x3" lenth hexagonal with thrad full rol	7123	Fitting	1549	122.87	190325.63
27.	m.s bolt with nut 5/8" dia x2-1/2" lenth hexagonal with thrad full rol	7123	Fitting	1394	122.87	171280.78
28.	pin for push rod	7123	Fitting	67	950	63650
29.	hex Head Bolt with cap Nut 12x35mm	7123	Fitting	224	237	53088
30.	U -Bolt	7123	Fitting	490	127	62230
31.	stainless steel flexible pipe 1100mm	7123	Fitting	160	998	159680
32.	lever hanger assembly (left) for CNR coaches fitted with self	7123	Fitting	80	4527	362160
33.	conductor BK/valve NB-5	7123	Fitting	48	4000	192000

	type as per stock code no 21211590					
34.	Leving valve Handle CNR Coaches	7123	Fitting	43	3500	150500
35.	hex Head Bolt with Nut 8x40mmmm	7123	Fitting	165	149	24585
36.	hex Head Bolt with Nut1 1/2"x3/8"mm	7123	Fitting	249	139	34611
37.	Split Pin 8x50mm	7123	Fitting	815	5.25	4278.75
38.	Split Pin 4x40mm	7123	Fitting	877	2.5	2192.5
39.	Split Pin 8x80mm	7123	Fitting	1799	8.95	16101.05
40.	Split Pin 6.3x50mm	7123	Fitting	1078	4.97	5357.66
41.	adjuster spindle for CNR brake cylinder.	7123	Fitting	130	3229	419770
42.	adjuster spindle for CRC brake cylinder.	7123	Fitting	130	2379.21	309297.3
43.	No Return Valve 3/4" S.S	7123	Fitting	248	876	217248
44.	Ball Valve 3/4" S.S	7123	Fitting	248	399	98952
45.	Swan Neck 1 1/4"	7123	Fitting	431	743	320233
46.	Floating Lever ZBFC (Back)	7123	Fitting	140	3500	490000
47.	Floating Lever ZBFC (Front)	7123	Fitting	140	3500	490000
48.	Floating Lever ZBkC (Front)	7123	Fitting	100	3900	390000
49.	Air boot for china choaches CCKZ-55-50/14	7123	Fitting	584	488	284992
50.	Brake pads 50% left and 50% right to UIC-541-3 and CME SK no.407/C for CRC & CNR chaches	7123	Fitting	36444	11.2	408172.8
51.	Release vavle 3/4" single branch. Drg no. VGA-18/2	7123	Fitting	311	825	256575
52.	Split pin 5/16"x2-1/2" PRS H-8-49	7123	Fitting	60	249	14940
53.	air boot for chines (CRC) own pak made	7123	Fitting	591	488	288408
54.	diaphragm for Bk/cylinder SP-13 assembly	7123	Fitting	412	705	290460
55.	Sealing ring for "C" (5"x9") Class bearing NFL timken	7120	Lifting	783.75	3000	2351250
56.	Solid wheel Disc D- 34/12	7120	Lifting	55124.2	1200	66149040
57.	Axle to drg No D- 59	7120	Lifting	54286.4	1600	86858240
58.	Cartridge type roller Bearing "E" Class (6"x11")	7120	Lifting	30072.21	150	4510831.5
59.	Cartridge type non filled Lubrication tapper roller bearing "C" class (5"x9") with Cap screw 7/8" BSW	7120	Lifting	24981.38	1920	47964249.6

	full roll thread					
60.	Grinding Machine 4" 800 Watt DW 803 Dewalt	7120	Lifting	6490	9	58410
61.	Friction wedge MSZ 31-00-00-002 HCW	7120	Lifting	3000	5200	15600000
62.	Body of side bearer (1300 HCW)	7120	Lifting	3000	850	2550000
63.	Hanger bolt with Nut 18"x1.1/4"	7120	Lifting	309.65	7000	2167550
64.	Right brake beam assembly HCW	7120	Lifting	36435	500	18217500
65.	Left brake beam assembly HCW	7120	Lifting	36435	500	18217500
66.	Brake beam (ZNRV)	7120	Lifting	40800	100	4080000
67.	SS Round to dia 23mm (29/32") length 2551mm (8'-1.1/2")	7120	Lifting	119.34	41660	4971704.4
68.	SS Round to dia 30mm length 4060mm (13'-4")	7120	Lifting	119.34	21392	2552921.28
69.	SS Round to dia 22mm length 2735mm	7120	Lifting	119.34	7194	858531.96
70.	SS Round to dia 18mm (23/32") length 2452mm (8'-1/2")	7120	Lifting	119.34	25170	3003787.8
71.	Hub to CNS YB- 03-02 (Carbon steel Casting) CME Sk. No 1169/ CC	7120	Lifting	25000	1	25000
72.	Rubber Tube for CNR Bogies Air spring Parts as per drawing No. CCKZ 69-35-000.	7120	Lifting	167200	25	4180000
73.	Rubber Tube for CNR Bogies Air spring Parts as per drawing No. CCKZ 69-35-000.	7120	Lifting	179398	38	6817124
74.	Bearing Assembly to SKF BCIB 322880 AB (CRC)	7120	Lifting	28800	70	2016000
75.	Bearing Assembly to SKF BCIB 322881 AB (CRC)	7120	Lifting	24200	70	1694000
76.	301750495 Anti Yaw Oil Damper, GEREP Make SUDBURG BRAND fits to CNR Bogie Airspring Bogie Drg No CCKZ-69-36-000 Spec. Mech 601/12 (Alt-1) Sudburg Drg No. 63-01-75-	7120	Lifting	28605	74	2116770

	0495. Repair Kit-(Yaw Damper) No. 84-01.75.0495 GEREP 01.75.0495 with Sudburg brand					
77.	Wheel Disc 920mm China Coaches	7120	Lifting	65714	160	10514240
78.	Air spring safety wire rope for CNR Air spring bogie CCKZ 69-40-000	7120	Lifting	2870	174	499380
79.	Dust Guard Ring for CRC and CNR	7120	Lifting	4284	190	813960
80.	Lateral Stopper for CNR Air spring bogie	7120	Lifting	3370	193	650410
81.	Rubber Joint for Traction to Drawing No. CCKZ 69-39-001	7120	Lifting	4397	194	853018
82.	Axle Finished Machined to Drg No D- 106/ 8 to AAR SPEC M- 101 Grade "F" Latest to BG- 64 Bogies	7120	Lifting	53295	280	14922600
83.	Bolster shock absorber BTA-9	7120	Lifting	1620	342	554040
84.	Primaery Vertical Oil Damper (Dispen) 2364.00 to Alstom drg No. PBE 00-000 16596 Along with repair Kit for Oil Damper 401300001046 Sachs item 001371000102	7120	Lifting	3105	390	1210950
85.	Roller Bearing 23124 C /3	7120	Lifting	12342	760	9379920
86.	SS. Round to dia 26mm & length 4978mm SPEC No 60 Si 2 Cr Va (B) Offered SS.Round to dia 26mm & length 4978mm SPEC NO. 60 Si 2 Cr Va	7120	Lifting	111.15	1330	147829.5
87.	Grease for Roller Bearing SKF No. LGEP-2/ 18	7120	Lifting	633	1818	1150794
88.	SS. Round 40mm (1.37/64") 4845mm (15'-11") one = 48.03 KG GB-1222-84-60-52-CRVA (B)	7120	Lifting	111.15	2970	330115.5
89.	SS. Round 1.13/16" length 13'-10" (Buffer spring) W-	7120	Lifting	99.45	4800	477360

	365					
90.	MS Sheet 8'x4'x1/2" (2438x1219x13mm) PR Specification No M. 5-55-class II	7120	Lifting	74	8000	592000
91.	SS. Round 40mm (1.37/64") and (16.1/2) 1= 50.42 Kg Length 5093mmf or CRC Power Van Spec No.GB-122-84-60-52- CR/ Va (B)	7120	Lifting	181.35	10000	1813500
92.	SS.Round for K- 64 dia 38mm (1.1/2") length 21'-6 SUP-9	7120	Lifting	99.45	11000	1093950
93.	SS.Round for K- 68 dia 29mm (1.9/64") length 14'-6 SUP-9	7120	Lifting	99.45	11985	1191908.25
94.	MS Sheet 8'x4'x3/8" (2440x1220x10mm) to PCM Grade HR - 275 or PR Specification No M. 5-55-Class II	7120	Lifting	74	15000	1110000
95.	SS. Round to dia 40mm & length 5360mm SPEC No 60 Si 2 Cr Va (B) Offered SS.Round to dia 40mm & length 5360mm SPEC NO. 60 Si 2 Cr Va	7120	Lifting	111.15	20000	2223000
96.	Rivets Snap Head 2.1/4x5/8" SPEC. GB715-89	7120	Lifting	13.57	25000	339250
97.	Rivets Snap Head 2.3/4"x5/8" SPEC .GB715-89	7120	Lifting	14.94	30000	448200
98.	SS. Round to dia 1.13/16 (46mm) & length 13'-10" (Buffer coil spring W- 365) SPEC No (SUP-9)) Offered SS.Round to dia 46mm (1.13/16") & length 4216mm (13'-10") SPEC NO. (SUP- 9)	7120	Lifting	99.45	57760	5744232
99.	SS. Round 1.19/64" dia (SUP-9) K-67 Offered SS. Round dia 33 (1.19/64") x 3585mm (12'-5") (SUP-9) K- 67	7120	Lifting	105.3	200000	21060000
100.	Steel Spring Round bar	7120	Lifting	105.3	300000	31590000

	43mm (1.11/16) dia length 18'-3" or multiple SUP-9 for K- 66					
101.	Double Bib cock	7114/7 103	S/W coach repair	3	1295	3885
102.	Wooden screw CSK head size 2" No 8 wooden screw CSK head size 2-1/2 no 10	7114/7 103	S/W coach repair	86600	0.93	80538
103.	Wooden screw CSK head size 2" No 8 wooden screw CSK head size 2-1/2 no 10	7114/7 103	S/W coach repair	79100	1.28	101248
104.	Toughened window glass 586* 436* 5mm	7114/7 103	S/W coach repair	488	396	193248
105.	Rubber profile with lock rubber drain pipe assemble 1/2"	7114/7 103	S/W coach repair	138	142	19596
106.	Rubber profile with lock rubber drain pipe assemble 1/2"	7114/7 103	S/W coach repair	273	430	117390
107.	Soap dispenser stainless steel 1000 ml tissue roll bracket	7114/7 103	S/W coach repair	120	635	76200
108.	Machine screw with hex head = 02 items	7114/7 103	S/W coach repair	5000	3.9	19500
109.	Machine screw with hex head = 02 items	7114/7 103	S/W coach repair	2200	9	19800
110.	Hydraulic door = 200 Nos	7114/7 103	S/W coach repair	124	848	105152
111.	Muslim Shower = 400 Nos	7114/7 103	S/W coach repair	2	1040	2080
112.	Hydraulic door closer (R/H) = 200 Nos	7114/7 103	S/W coach repair	124	848	105152
113.	1) Machine screw 4*15mm = 150000 Nos 2) Machine screw 120000	7114/7 103	S/W coach repair	100000	0.38	38000
114.	1) Machine screw 4*15mm = 150000 Nos 2) Machine screw 120000	7114/7 103	S/W coach repair	100000	52	5200000
115.	M.S hinge 6'* 3/4 = 1000 Nos	7114/7 103	S/W coach repair	658	76	50008
116.	Lavatory door lock L/H = 102 Nos	7114/7 103	S/W repair	8	1525	12200
117.	Curtain pipe bracket 1' = 1000 Nos end bracket 500 Nos	7114/7 103	S/W coach	125	89	11125

			repair			
118.	Machine screw 4*25mm = 100000 Nos	7114/7 103	S/W coach repair	55000	62	3410000
119.	Pipe galvanize with socket = 2100 Mtrs	7114/7 103	S/W coach repair	1674	179	299646
120.	Hand portable drilling machine with drill check	7114/7 103	S/W coach repair	26	9786	254436
121.	Machine screw hex head with & 02 washer size 6*55mm	7114/7 103	S/W coach repair	25000	3.48	87000
122.	Machine screw hex head with & 02 washer size 6*75mm	7114/7 103	S/W coach repair	5000	3.9	19500
123.	Double BiB cock =300 Nos	7114/7 103	S/W coach repair	3	1295	3885
124.	Rubber Commode Pipe assembely 3/4" = 500 Nos	7114/7 103	S/W coach repair	8	450	3600
125.	Deodorant with cage	7114/7 103	S/W coach repair	20	70	1400
126.	Electric Had Portable Disc = 30 Nos	7114/7 103	S/W coach repair	28	16400	459200
127.	Center berth hook (100 Economy Coaches)	7114/7 103	S/W coach repair	54	145	7830
128.	M.S handle for side door lock (L/H) (100 Economy Coaches)	7114/7 103	S/W coach repair	61	440	26840
129.	Bib cock fancy =1000 Nos	7114/7 103	S/W coach repair	62	285	17670
130.	Sliding door roller small (100 Economy Coaches)	7114/7 103	S/W coach repair	108	394	42552
131.	Sliding door roller large (100 Economy Coaches)	7114/7 103	S/W coach repair	110	443	48730
132.	Hand rail to luggage = 2000 Nos	7114/7 103	S/W coach repair	116	1786	207176
133.	Muslim shower = 400 Nos	7114/7 103	S/W coach repair	139	1040	144560
134.	M.S handle for side door lock (R/H) (100 Economy Coaches)	7114/7 103	S/W coach repair	210	440	92400

135.	Ash Tray S.Steel = 500 Nos	7114/7 103	S/W coach repair	226	965	218090
136.	Seat Back Cover Fiber For Parlour Car China Coaches =250 Nos	7114/7 103	S/W coach repair	230	1500	345000
137.	Rubber Profile for window	7114/7 103	S/W coach repair	273	89	24297
138.	Rubber tubing bore = 02 items	7114/7 103	S/W coach repair	300	103	30900
139.	Upper benth hand holder for china coaches = 500 Nos	7114/7 103	S/W coach repair	500	447	223500
140.	Side window glass thoughened = 700 Nos (100 Economy Coaches)	7114/7 103	S/W coach repair	692	544	376448
141.	Grinding Disc = 1000 Nos	7114/7 103	S/W coach repair	900	120	108000
142.	Rubber Profile for window =02 items	7114/7 103	S/W coach repair	1125	68	76500
143.	M.S Chequred plate 8'*4"*3/16 =5200 kg	7114/7 103	S/W coach repair	2900	79	229100
144.	M.S pin large for side door lock	7114/7 103	S/W coach repair	6300	13	81900
145.	M.S pin small for side door lock	7114/7 103	S/W coach repair	9000	9.15	82350
146.	Sleave screw = 15000 Nos	7114/7 103	S/W coach repair	13610	13.9	189179
147.	Machine screw hex head = 9000 Nos	7114/7 103	S/W coach repair	40000	3.48	139200
148.	Machine Screw With Nut 5/16" x 1/2	7114/7 103	S/W coach repair	55515	3.82	212067.3
149.	Machine screw = 8000 Nos	7114/7 103	S/W coach repair	60000	3	180000
150.	Machine screw CSK philips head	7114/7 103	S/W coach repair	85000	0.84	71400
151.	Wood Screw 3/4"	7114/7 103	S/W coach repair	167700	0.53	88881
152.	Rubber Profile = 03 items	7114/7	S/W	138	105	14490

		103	coach repair			
153.	Rubber Profile = 03 items	7114/7 103	S/W coach repair	273	430	117390
154.	Middle berth chain = 02 Items	7114/7 103	S/W coach repair	294	448	131712
155.	Middle berth chain = 02 Items	7114/7 103	S/W coach repair	302	465	140430
156.	Wood screw CS/C head = 03 Items (100 Economy Coaches)	7114/7 103	S/W coach repair	79100	0.93	73563
157.	Wood screw CS/C head = 03 Items (100 Economy Coaches)	7114/7 103	S/W coach repair	34300	1.28	43904
Total						**78,692,059.25 78.692 (m)**

Annex-H-1

Statement showing the detail of material of similar nature purchased through local purchase and limited tender (Para 4.3.3)

Sr.No.	Date of Purchase	Description (Coaches)	Amount
1.	24.10.2016	Aluminium Profile 10*30* mm=1300 kg	0.408
2.	25.10.2016	Aluminum profile 20*20 mm =1300 Kg	0.409
3.	25.10.2016	Aluminum profile 'L' (9*20mm) = 1300 Kg	0.408
4.	03.04.2017	Aluminum profile 7*20mm = 11000 Kg (100 Economy Coaches)	0.312
5.	03.04.2017	Aluminum profile 9*20mm = 1000 Kg (100 Economy Coaches)	0.312
6.	06.09.2017	Aluminum profile	0.309
7.	21.9.2016	Axle Box Maganese Linner 40x195x6m =6161 Kg	0.159
8.	22.11.2016	Axle Box Manganese Liner 40x195x6mm = 240 Kg	0.083
9.	22.11.2016	Axle Box Manganese Liner 200x170x6mm = 500 Kg	0.173
10.	29.12.2106	Axle box spring = 1000 Nos	0.345
11.	14.04.2017	Axle box maganese liner	0.076
12.	03.04.2017	Axle box maganese liner 130*195*5mm = 1300 Kg (100 Economy Coaches)	0.427
13.	19.01.2018	Axle box maganese liner size 40*105*5mm = 1300 Kg	0.434
14.	25.01.2018	Axle box maganese liner size 130*195*5mm = 1300 Kg	0.426
15.	03.04.2017	Axle box maganese liner 40*195*5mm (100 Economy Coaches)	0.435
16.	11.04.2017	Benjow window complete = 100 Nos	0.839
17.	28.08.2017	Benjow Window complete	0.380
18.	09.09.2017	Benjow Window complete	0.420
19.	14.11.2016	Bolt Unit Nut Full |Roll Thread = 4000 KG	0.436
20.	14.11.2016	Bolt Unit Nut Half Roll Thread = 4000 KG	0.436
21.	29.12.2106	Bolt with castle nut = 2500 Nos	0.410
22.	12.11.2016	Bolt with castle nut M16*100 mm, flexible bush 02 tapper washer	0.100
23.	22.04.2017	Bolt with castle nut half roll thread 24*100 mm	0.194
24.	17.01.2017	Bolt with Full roll threads =3300 kg .	0.374
25.	27.12.2016	Bolt with nut = 1250 Nos	0.379
26.	04.05.2017	Bolt with nut = 1700 (100 Economy Coaches)	0.369
27.	04.05.2017	Bolt with nut = 1850 (100 Economy Coaches)	0.383

28.	04.05.2017	Bolt with nut = 1850 (100 Economy Coaches)	0.383
29.	26.11.2016	Bolt with nut = 3300 Kg	0.408
30.	10.12.2016	Bolt with nut = 3300 Kg	0.382
31.	31.01.2017	Bolt with nut = 4000 Kg	0.478
32.	26.10.2016	Bolt with nut full roll thread 4"*5/8"	0.005
33.	26.10.2016	Bolt with nut full roll thread 6"*7/8"	0.005
34.	17.01.2017	Bolt with Nut Full roll threads =3300 kg .	0.402
35.	28.09.2016	Bolt with nut steel half rolled size 2*1/2"*3/4"	0.372
36.	22.09.2016	Carpet Broen Wooden For Coaches	0.100
37.	22.09.2016	Carpet Brown Wooden For Coaches	0.100
38.	22.09.2016	Carpet Brown Wooden For Coaches	0.100
39.	22.09.2016	Carpet Brown Wooden For Coaches	0.100
40.	17.04.2017	Curtain cloth (Grew) 1150 Mtrs	0.443
41.	22.09.2016	Curtain Cloth For Coaches **(0.056+0.043=0.099)**	0.056
42.	12.11.2016	Curtain cloth for inspection coach no 15 & AC Coaches	0.099
43.	30.11.2016	Curtain cloth width 48	0.099
44.	21.04.2017	Curtain cloth width 48" urgently required for inspection coach NO 24	0.099
45.	19.04.2017	Curtain cloth width 52"	0.066
46.	19.04.2017	Curtain cloth width 54"	0.100
47.	19.04.2017	Curtain cloth width 54"	0.100
48.	19.04.2017	Curtain cloth width 54"	0.100
49.	22.05.2017	Curtain Cloth Width 60"	0.033
50.	11.01.2018	Curtain Pipe 1" Dia (1.6mm)	0.335
51.	25.05.2017	Curtain pipe 1" Dia = 5400 Rft	0.335
52.	07.04.2017	Curtain pipe 1" Dia = 7000 ft (100 Economy Coaches)	0.539
53.	19.09.2016	Electric Had Portable Disc = 30 Nos	0.495
54.	06.09.2017	Electric hand portable disc grinding large 9" machine 220/240v	0.320
55.	12.05.2017	Enamel M.B green = 2000 Ltrs	0.49
56.	21.11.2016	Enamel M.B green finishing Coat = 1600 Ltrs	0.364
57.	19.12.2016	Enamel pale cream finishing coat = 1700 Ltrs	0.403
58.	19.12.2016	Enamel pale cream under coat = 1800 Ltrs	0.321
59.	12.05.2017	Enamel White Brilliant = 1900 Ltrs	0.437
60.	08.09.2017	Enamell MB Green finishing coat	0.490
61.	08.09.2017	Enamell white brilliant Non yellow	0.437
62.	16.06.2017	Floating lever (140 Nos)	0.490
63.	19.06.2017	Floating lever 125 Nos	0.438

64.	19.06.2017	Floating lever 150 Nos	0.490
65.	11.11.2017	Floating lever ZBKC (Back) = 140 Nos	0.228
66.	17.10.2017	Floating lever ZBKC (Front) = 100 Nos	0.390
67.	11.11.2017	Floating lever ZBKC (Front) = 140 Nos	0.263
68.	16.06.2017	Floating lever ZBkC back (140 Nos)	0.490
69.	16.06.2017	Floating lever ZBkC front (100 Nos)	0.390
70.	21.10.2016	Flush Valve =200 (st.steel)	0.280
71.	28.08.2017	Flush valve Stainless steel	0.266
72.	22.09.2016	Foam Rubber Sheet = 500 Sheets	0.789
73.	25.05.2017	Foam Rubber Sheet = 600 Sheets	0.290
74.	19.12.2016	Foam Rubber Sheet 6' * 3' * 1"	0.124
75.	21.11.2016	Golden Powder	0.005
76.	31.05.2017	Golden Powder	0.005
77.	26.05.2017	Grinding Disc = 1000 Nos	0.328
78.	27.05.2017	Grinding Disc = 1000 Nos	0.256
79.	25.05.2017	Hand Portable Drilling Machine =55 Nos	0.273
80.	25.05.2017	Hand Portable Drilling Machine =70 Nos	0.685
81.	19.01.2018	Hand portable drilling machine with drill check	0.685
82.	03.04.2017	Hex head bolt (100 Economy Coaches)	0.397
83.	19.04.2017	Hex head bolt = 02 Items (100 Economy Coaches)	0.525
84.	10.04.2017	Hex head bolt = 02 Items (100 Economy Coaches)	0.476
85.	04.05.2017	Hex head bolt = 18500 kg (100 Economy Coaches)	0.383
86.	21.09.2016	Horn Check Bogie maganease linner 30x179x6m	0.136
87.	03.04.2017	Horn check bogie maganese liner = 1300 Kg (100 Economy Coaches)	0.435
88.	03.04.2017	Horn check bogie maganese liner = 1300 Kg (100 Economy Coaches)	0.427
89.	21.09.2016	Horn Check Bogie maganese Linner 130x179x6mm	0.173
90.	22.11.2016	Horn check bogie mauganese liner 130x179x6mm =495 Kg	0.171
91.	22.11.2016	Horn check bogie mauganese liner 30x179x6mm =46 Kg	0.016
92.	22.04.2017	Horn cheek bogie 30*179*6 mm = 1000 Kg	0.101
93.	25.01.2018	Horn Cheek bogie maganese = 1300 Kg	0.426
94.	19.01.2018	Horn Cheek bogie maganese liner size 30*179*50mm	0.434
95.	18.08.2016	Hydraulic pump	0.005
96.	18.08.2016	Hydraulic pump	0.005
97.	31.08.2016	Iron tacks 3/4"	0.100

98.	20.09.2016	Iron Track 3/4" for Trimming Work	0.100
99.	21.10.2016	Isolating Cock 1* 1/4"	0.095
100.	15.10.2016	Isolating Cock 1/4" =150 Nos	0.449
101.	15.06.2017	Laminated ply wood sheets	0.100
102.	11.05.2017	Laminated ply wood sheets commercial 8'x4'x1/2"	0.1
103.	02.10.2017	Lavatory door lock L/H = 102 Nos	0.156
104.	10.04.2017	Lavatory door lock L/H = 245 Nos (100 Economy Coaches)	0.374
105.	27.05.2017	Lavatory Hand Hold = 02 Items	0.273
106.	25.05.2017	Lavatory Hand Hold =04 items	0.167
107.	19.08.2016	M.S hing 6" * 3/14"	0.005
108.	18.09.2017	M.S hinge 6'* 3/4 = 1000 Nos	0.076
109.	25.11.2016	M.S lihge 6"x3/4"	0.005
110.	16.11.2016	Muslim Shower	0.098
111.	06.11.2017	Muslim Shower	0.312
112.	20.01.2017	Muslim Shower = 02 items	0.387
113.	09.06.2017	Muslim shower = 400 Nos	0.416
114.	07.09.2017	Muslim Shower = 400 Nos	0.104
115.	22.04.2017	Photo copies of regular salary bills for the month of Feb, 2017	0.005
116.	22.06.2017	Ply wood sheet = 400 SMT	0.454
117.	07.09.2017	Ply wood sheet = 400 SMT	0.454
118.	15.06.2017	Ply wood sheet commercial size 8' *4' * 1/2'	0.098
119.	11.05.2017	Ply Wood sheets commercial size 8'x4'x1/2"	0.098
120.	06.09.2017	Rubber disc washer	0.191
121.	04.10.2017	Rubber disc washer = 1800 Nos	0.191
122.	04.05.2017	Rubber disc washer = 1800 Nos (100 Economy Coaches)	0.389
123.	21.09.2016	Rubber Profile for window	0.102
124.	16.09.2016	Rubber Profile for window =02 items	0.089
125.	29.09.2016	Rubber profile u type for ac coaches = 1100 mtrs	0.074
126.	21.09.2015	Rubber Profile with Lock	0.243
127.	06.09.2017	Rubber profile with lock rubber drain pipe assemble 1/2"	0.176
128.	08.09.2016	Rubber tubing bore = 02 items	0.412
129.	13.12.2016	Side door lock L/H = 100 Nos	0.279
130.	04.11.2017	Side door lock L/H = 143 Nos	0.218
131.	14.03.2017	Side door lock L/H China coaches	0.104
132.	20.09.2016	Tapestany cloth for coaches	0.060
133.	22.09.2016	Tapestry Cloth for Coaches	0.060

134.	19.04.2017	Tapestry cloth width 48"	0.100
135.	28.02.2017	Tapestry cloth width 48" is urgently required for AC parlour car No 11110	0.100
136.	12.11.2016	Tapesty cloth for inspection caoch No 15 & AC coach	0.098
137.	23.09.2016	Tyre + Flap 7.50-16 = 24 Set	0.395
138.	23.09.2016	Tyre tube flap 14 ply 9.00x20 = 48 Set	1.382
139.	22.09.2016	Tyre Tube Size (7.50-16) = 4 Sets	0.040
	Sub Total-1		**38.836**
Description (Wagons)			
140.	22.04.2017	Adjuster spindle assembly = 130 Nos	0.420
141.	22.04.2017	Adjuster spindle assembly = 180 Nos	0.429
142.	28.04.2017	Adjusting rod for leaving valve left for CNR Coaches	0.096
143.	28.04.2017	Adjusting rod for leaving valve right for CNR Coaches	0.096
144.	29.05.2017	Casutic soda pearl sodium hydroxide solid curtain maximum 99% sodium	0.005
145.	01.09.2016	Caustic soda pearl sdium	0.005
146.	15.11.2016	Caustic soda pearl sdium hydraulic solid contain maximum 99%	0.005
147.	21.11.2016	circlip large of slack adjusters	0.005
148.	21.11.2016	circlip small of slack adjusters	0.005
149.	30.03.2017	M.S copper coated wire 1/8" (3.25mm)	0.093
150.	08.06.2017	M.S copper coated wire size 1.8' (3.25 mm)	0.099
151.	17.05.2017	Release valve 3/4' =500 Nos	0.445
152.	15.02.2017	Release valve single = 500 Nos	0.445
153.	01.03.2017	Stainless steel flexible pipe =300 Nos.	0.499
154.	01.03.2017	Stainless steel flexible pipe 650mm =500 Nos	0.499
155.	01.11.2017	Brake head left	0.014
156.	17.11.2017	Brake head left	0.322
157.	25.11.2017	Brake head left	0.595
158.	01.11.2017	Brake head right	0.014
159.	17.11.2017	Brake head right	0.644
Sub Total-2			**4.735**
Total (Sub Total-1+ Sub Total-2)			**43.571 (m)**

Annex-H-2

Procurement of local purchase below one lac (Para 4.3.3)

S.No.	Date	Description	Amount
1.	01.09.2016	clutch plate size 6"*4"*1/8"	0.005
2.	01.09.2016	Bronze welding electrode SWG No. 8/4mm	0.098
3.	01.09.2016	Caustic soda pearl sdium	0.005
4.	02.11.2016	Bolts+Nuts for central couple yoke 20mmx140mm	0.091
5.	02.11.2016	Pad holder assembly (left Side) for CRC coache	0.093
6.	02.11.2016	Pad holder assembly (Right Side)	0.093
7.	02.11.2016	Spring washer 24mm	0.083
8.	02.11.2016	Spring washer 3/4"	0.083
9.	05.09.2016	Auto mizer pipe set (kabli)	0.005
10.	05.09.2016	Black tandi 2)polyester thred red	0.062
11.	05.09.2016	Dyeing Blue cloth for special Rakes	0.1
12.	05.09.2016	Hydraulic pump repairing	0.005
13.	05.11.2016	Commode lid cover	0.005
14.	05.11.2016	M.S bolt + Nut 8x46mm hexagonal head with under head washer	0.004
15.	05.11.2016	Thread Seal	0.005
16.	08.09.2016	EP OF electronic choice 20 walt 220 volt ac	0.005
17.	08.09.2016	EP OF electronic choice 20 walt 220 volt ac (EECO)	0.005
18.	1.09.2016	M.S bolt and nut with two washer size 1/4 *75mm	0.005
19.	10.09.2016	Welding cable flexible =800 Mtrs	0.34
20.	10.10.2016	1)Commode IFO 2) Commode lid cover	0.005
21.	10.10.2016	M.S Flute spring For Side Door Lock 220 SPL .	0.095
22.	10.10.2016	Ball bearing No 3308 (NIIV)	0.068
23.	10.10.2016	Double 1 1/4"	0.005
24.	10.10.2016	Rolling Ring 18"VB-77	0.098
25.	12.11.2016	Bolt with castle nut M16*100 mm, flexible bush 02 tapper washer	0.1
26.	12.11.2016	Curtain cloth for inspection coach no 15 & AC Coaches	0.099
27.	12.11.2016	Tapesty cloth for inspection caoch No 15 & AC coach	0.098
28.	14.12.2016	Hose pipe 27" * 2"	0.095

29.	15.11.2016	Caustic soda pearl sdium hydraulic solid contain maximum 99%	0.005
30.	16.09.2016	Rubber Profile for window =02 items	0.089
31.	16.09.2016	Tower Bolt & Rubber Profile = 02 items	0.069
32.	16.11.2016	Muslim Shower	0.098
33.	16.11.2016	Wash Hand Fancy Basin	0.098
34.	17.11.2016	M/S bolt +Nut with washer size 75x6mm	0.005
35.	17.11.2016	Single bed Sheet with 1 Pellow cover	0.005
36.	17.11.2016	Hose Pipe 27"x2" to Drg No VG-251/1	0.095
37.	18.08.2016	1) Ball bearing No. 2069 2) Lock o/s No. 10	0.005
38.	18.08.2016	1) Gas kit 2) Bracket box with cable	0.004
39.	18.08.2016	1) Meter adjusment and repairing 2) Timing belt	0.004
40.	18.08.2016	1) Replace of cleaning blade 2)Repair of cleaning blade	0.005
41.	18.08.2016	1) Revit gun 2) Cutting Disc 5"	0.005
42.	18.08.2016	1)Master cyliner BGF 2)Clutch cyliner uper & lower BGF	0.005
43.	18.08.2016	1)Phalla for tractor 2) Bolt for blade 3)Air cleaner cover	0.005
44.	18.08.2016	Buffalo hide	0.005
45.	18.08.2016	Cotton duster	0.005
46.	18.08.2016	Door lock	0.004
47.	18.08.2016	Duster flaling for glass cleaning work of special rock	0.005
48.	18.08.2016	Dyeing (Burn with green) Blue cloth for S/rakes	0.1
49.	18.08.2016	Fancy lock for corridor	0.005
50.	18.08.2016	Hydraulic pump	0.005
51.	18.08.2016	Hydraulic pump	0.005
52.	18.08.2016	Hydraulic pump blade & fitting	0.002
53.	18.08.2016	Hydraulic pump fitting	0.003
54.	18.08.2016	Kiwi brasso metal polish	0.005
55.	18.08.2016	Nipple 1/2"	0.005
56.	18.08.2016	Packing tape 2" * 100 yards	0.005
57.	18.08.2016	Pillow spring 21"	0.005
58.	18.08.2016	PVC cable 7/0.029 full gage copper	0.005
59.	18.08.2016	Repair of computer P-IV 2) Data cable 3) Key board 4) VGA card	0.005
60.	18.08.2016	Rubber cork sheet 1.5mm*1mm*1m	0.1

61.	18.08.2016	Socket open Itfaq No 1, 20 AMP	0.005
62.	18.08.2016	Socket open Itfaq single brake	0.005
63.	18.08.2016	Wash basin mixture	0.005
64.	18.08.2016	Water set	0.004
65.	18.08.2016	Window glass cleaner	0.005
66.	18.09.2016	caustic soda penal sodium	0.005
67.	18.09.2016	Rubber cock sheet 1.5mmx1mx1m	0.1
68.	18.09.2016	Wooden Handle (Kno) 36"	0.005
69.	18.09.2016	Wooden Handle (Kow) 18 "	0.005
70.	18.09.2016	Wooder handle (Luoo) 30"	0.005
71.	18.10.2016	Isolating cock 1 1/4"	0.095
72.	19.08.2016	1) Tissue roll paper 2) Air freshner	0.004
73.	19.08.2016	Clutch wire for curtain A.C business class	0.096
74.	19.08.2016	Deodorant with cage	0.005
75.	19.08.2016	I.T box lock	0.005
76.	19.08.2016	M.S hing 6" * 3/14"	0.005
77.	19.08.2016	M.S nut 6 mm	0.004
78.	19.08.2016	Monogram of green line	0.005
79.	19.08.2016	Polyurethane light green paint	0.005
80.	19.08.2016	Polyurethane toy white paint	0.005
81.	20.09.2016	Commode cid cover plastic	0.083
82.	20.09.2016	Cortain cloth 48" for coaches	0.056
83.	20.09.2016	Elephant Solution	0.1
84.	20.09.2016	Elute Ring 1 1/2for the for SPl Rackes	0.098
85.	20.09.2016	Fancy Bib Cock 1/2	0.084
86.	20.09.2016	Iron Track 3/4" for Trimming Work	0.1
87.	20.09.2016	Long Rubber Shoes	0.098
88.	20.09.2016	Plastic Sheet for SPL Rakes	0.1
89.	20.09.2016	Sleave Screw with 5x8mm	0.098
90.	20.09.2016	Tapestany cloth for coaches	0.06
91.	21.09.2016	Drill Twist 11/64" =2000 Nos Wood Tip cutter 7" = 150 Nios	0.047
92.	21.09.2016	Nail Wire Sheet 16 SWG = 600 Kg	0.099
93.	21.09.2016	Pad Packing Rubber =200 Nos	0.033
94.	21.09.2016	Stainless Steel Cap Nut for hand Qty 100	0.045
95.	21.09.2016	M.S Nut with bolt 2 1/2" x 5/8"	0.005
96.	21.09.2016	M.S Nut with bolt 2 1/2"x 1/2"	0.005
97.	21.10.2016	Bush 15*23*32 mm	0.088

98.	21.10.2016	Bush 25*30*40 mm	0.098
99.	21.10.2016	Bush 30*22*32 mm.	0.098
100.	21.10.2016	Bush 30*25*35 mm.	0.099
101.	21.10.2016	Bush Collared 22*25*33 mm.	0.098
102.	21.10.2016	Isolating Cock 1* 1/4"	0.095
103.	21.10.2016	Release Valve 3/4"	0.098
104.	21.10.2016	Split Pin 3"*5*16	0.096
105.	21.10.2016	M.s check nut hex heal	0.005
106.	21.11.2016	(i) Knife cutter (ii) Darko Blade	0.003
107.	21.11.2016	Cutting nozzle for gas cutter	0.005
108.	21.11.2016	Golden Powder	0.005
109.	21.11.2016	Mary gold rexine width 48"	0.005
110.	21.11.2016	Polytherene Plate cream Paint = 900 Ltrs	0.314
111.	21.11.2016	Side window glass toughned 782x489x5mm	0.095
112.	21.11.2016	Steel taek 3/4"	0.005
113.	21.11.2016	Tower bolt 6" brass	0.005
114.	21.11.2016	Wash Basin Mentore	0.005
115.	21.11.2016	Water Proof Paper No . 180 C	0.005
116.	21.11.2016	Water proof paper No. 280	0.005
117.	21.11.2016	circlip large of slack adjusters	0.005
118.	21.11.2016	circlip small of slack adjusters	0.005
119.	21.11.2016	Golden water pump 1/2 H.P	0.005
120.	21.11.2016	Wooden handle kawo size 30"	0.005
121.	22.09.2016	Tyre Tube Size (7.50-16) = 4 Sets	0.04
122.	22.11.2016	Axle Box Manganese Liner 40x195x6mm = 240 Kg	0.083
123.	25.10.2016	Bush 15x25x35mm	0.099
124.	25.10.2016	Bush 29x30x40 mm	0.095
125.	25.10.2016	Bush 40x25x35	0.096
126.	25.10.2016	M.S Nutt 3/4" hex hexd BSW	0.070
127.	25.11.2016	Electronics cards for Angon welding Plant =01 No	0.005
128.	25.11.2016	M.S lihge 6"x3/4"	0.005
129.	26.08.2016	Circular Saw =02 items	0.317
130.	26.08.2016	Electric hand cutting machine =15 Nos	0.282
131.	26.09.2016	1) j ring 38*50*5 2) j ring 41*50*5 3) 27*38	0.005
132.	26.09.2016	1) j ring 42*56**5 2) j ring 23*33*5 3) oil seal 12*25*7	0.005
133.	26.10.2016	Bolt with nut full roll thread 4"*5/8"	0.005

134.	26.10.2016	Bolt with nut full roll thread 6"*7/8"	0.005
135.	26.10.2016	Packing tape 2" * 100 yards	0.005
136.	26.10.2016	Ring punch complete 1*1/2"	0.005
137.	26.10.2016	Guand van valve	0.093
138.	26.11.2016	Electronics cards for organ welding plant	0.005
139.	28.09.2016	Tig welding torch benzyl etc	0.086
140.	28.10.2016	Buffer bolts and nuts 24mmx100 mm (Grade 10.9)	0.089
141.	28.11.2016	Cane Plastic	0.005
142.	30.11.2016	Curtain cloth width 48	0.099
143.	31.08.2016	Elephant solution	0.1
144.	31.08.2016	Fancy bib lock 1/2"	0.084
145.	31.08.2016	Iron tacks 3/4"	0.1
146.	31.08.2016	plastic sheet urgently required for special racks	0.1
147.	31.08.2016	Isolating cock 1 1/4"	0.095
148.	03.03.2017	Self Lubricating bush CNR coaches size 1.5*23*32mm (Brake)	0.095
149.	03.03.2017	Self Lubricating bush CNR coaches size 25*30*40 mm (Brake)	0.096
150.	03.03.2017	Self Lubricating bush CNR coaches size 30*22*32mm (Brake)	0.099
151.	03.04.2017	1)Acron nut 2) Spring washer 3) Plain washer (100 Economy Coaches)	0.095
152.	03.04.2017	Axis of rotation (100 Economy Coaches)	0.099
153.	03.04.2017	Bush DRG No CCKZ 69-25-003 (100 Economy Coaches)	0.098
154.	03.04.2017	Wood paper design No Wo396 required for parlour car (100 Economy Coaches)	0.095
155.	04.03.2017	1)Tea cock for wash hand basin 2)clumped rubber washer 3)Mixture head feisal	0.005
156.	04.03.2017	Air Compressor =08 Qty	0.005
157.	04.03.2017	Hammer tone paint silver =08 Ltr	0.005
158.	04.03.2017	Monogram =11 Qty	0.005
159.	04.03.2017	PUMA Air compressor roof bush .	0.005
160.	04.03.2017	Supply of vinyal antiskid sheet =50 Qty	0.005
161.	04.03.2017	w.72,v-Belt =08 Qty	0.005
162.	04.03.2017	Grinding Wheel size 10"*3/8"*3/4" 2)12"*1/4"*3/4" 3)12*1/2*3/4 131-146	0.081
163.	04.03.2017	Grinding wheel size 406*80*127mm	0.099

164.	04.03.2017	H.ss drill 35mm 2) Handle tape 22mm*2.35 Patch.	0.091
165.	04.03.2017	High speed drill twist size 57mm or 27/32 taper shank	0.082
166.	04.04.2017	Center berth hook (100 Economy Coaches)	0.098
167.	04.04.2017	Sliding door roller large (100 Economy Coaches)	0.09
168.	04.04.2017	Sliding door roller small (100 Economy Coaches)	0.08
169.	05.05.2017	M.S channel 40x40x20x20x2.5m	0.099
170.	06.05.2017	Brush barinter	0.005
171.	06.05.2017	Brush Wire	0.005
172.	06.05.2017	Drill chuck with key for drilling meachine board	0.005
173.	06.05.2017	Switch for drilling Machine for warded brand	0.005
174.	06.05.2017	Tube Size 6.00-16	0.005
175.	08.06.2017	Air compressor puma 15 Hp of lifting shop	0.005
176.	08.06.2017	Check hel-spoknal roll thickness 3 mm	0.1
177.	08.06.2017	M.S copper coated wire size 1.8' (3.25 mm)	0.099
178.	09.02.2017	Hose Pipe 27"x2"/24212560	0.095
179.	10.03.2017	Self Lubricating bush for CNR Coaches 15*25*35mm	0.095
180.	10.03.2017	Self Lubricating bush for CNR Coaches 22*25*33mm	0.095
181.	10.03.2017	Self Lubricating bush for CNR Coaches 29*30*40mm	0.099
182.	10.03.2017	Self Lubricating bush for CNR Coaches 30*25*35mm	0.098
183.	10.03.2017	Self Lubricating bush for CNR Coaches 40*25*35mm	0.099
184.	11.05.2017	Laminated ply wood sheets commercial 8'x4'x1/2"	0.1
185.	11.05.2017	Ply Wood sheets commercial size 8'x4'x1/2"	0.098
186.	12.05.2017	M.S Pipe size 1 1/2"x 1 1/2" x 3/4" x 3/4"	0.099
187.	12.09.2017	1) HSS drill twist 1-9/16" 2) HSS drill twist 1*5/8	0.094
188.	14.03.2017	Tools for maintaince	0.094
189.	15.06.2017	Laminated ply wood sheets	0.1
190.	15.06.2017	M.S pin large for side door lock	0.098
191.	15.06.2017	M.S pin small for side door lock	0.1
192.	15.06.2017	Ply wood sheet commercial size 8' *4' * 1/2'	0.098

193.	16.02.2017	Thermo couple L-30" Dia 22 mm K type temperature controller TZUC- 14 R	0.093
194.	17.02.2017	1) Carbon bush with 80% copper 2) So pin data cable	0.005
195.	17.02.2017	1)W-Saw 22,25,28 2) Lock plier 3) Allen key set 4) Spenner set 6*24	0.005
196.	17.02.2017	Roller bearing NO 6213	0.005
197.	17.03.2017	Electronic welding Holder 500 AMP	0.100
198.	17.04.2017	outside lever assembly No CCKZ -55-56-00	0.092
199.	17.05.2017	1) Cellular golden 2) Cellular Off white	0.005
200.	17.05.2017	Ball bearing No 6212 old 4 Nos	0.002
201.	17.05.2017	Double raw ball bearing No. 1308 Serviceable for china coaches lifting Shop	0.005
202.	17.05.2017	Drill twist 11/32 dramore berzile	0.005
203.	17.05.2017	Hand Tap Size 22 mmx2.5mm pitch 3 set	0.005
204.	17.05.2017	Printer Hp Laserr jet 1200 Hp Laser jet 1505 Cartridge Replacement cleaning Blade	0.005
205.	17.05.2017	Single cotton colour Bed sheet with pellow cover	0.005
206.	17.05.2017	Tap Set 1/8" BSW (Pitch 8 Thread)	0.005
207.	17.05.2017	Tin Chloride soda potassium tart rate liquid ammonia	0.003
208.	17.05.2017	Walpaper Dark Gray Colour	0.005
209.	19.04.2017	Curtain cloth width 52"	0.066
210.	19.04.2017	Curtain cloth width 54"	0.1
211.	19.04.2017	Curtain cloth width 54"	0.1
212.	19.04.2017	Curtain cloth width 54"	0.1
213.	19.04.2017	Solution crawn brand urgently required	0.09
214.	19.04.2017	Tapestry cloth width 48"	0.1
215.	19.05.2017	Side Door Lock (L/H) China coaches = 25 Nos	0.074
216.	19.06.2017	Westrn commode stainless steel (L/H) with cover	0.093
217.	19.06.2017	Westrn commode stainless steel (R/H) with cover	0.093
218.	21.04.2017	Curtain cloth width 48" urgently required for inspection coach NO 24	0.099
219.	21.06.2017	H.S.S Drill size 1*9/16 & 1*5/8	0.094
220.	22.04.2017	Elite ring 1/2"	0.005
221.	22.04.2017	Photo copies of regular salary bills for the	0.005

		month of Feb, 2017	
222.	22.04.2017	Stainless steel handle with plates & spindle for side door lock	0.099
223.	22.04.2017	Supply of vinyle dotted sheet 2.5 mm	0.005
224.	22.04.2017	Supply of vinyle dotted sheet 2.5 mm	0.005
225.	22.04.2017	Tapper roller bearing No 21306	0.005
226.	22.05.2017	Blanket Stock Code (710-SPL)	0.018
227.	22.05.2017	Curtain Cloth Width 60"	0.033
228.	22.05.2017	Safely Leather shoes	0.099
229.	22.05.2017	Wooden Handle 30"	0.050
230.	23.05.2017	1) Refiling of Cartridge Replacing of Cleaning Blade ,Drum Of HP Laser jet -2430 &1505 2) New Cartridge Printer .	0.005
231.	23.05.2017	1) Tie Rod End Repair With Bush ,Boot Grease of fitting Charges 2)Wiper blade set	0.005
232.	23.05.2017	1)Hammer No -43 CL -No 7113 2)BM-11 CC.No 7124	0.005
233.	23.05.2017	Double Bed Sheet for inspection coach No.22-A	0.005
234.	23.05.2017	Plastic Flower For inspection Coach No 74,75	0.005
235.	23.05.2017	Polyester Thread Cone Grease .	0.005
236.	24.04.2017	M.S handle for side door lock (L/H) (100 Economy Coaches)	0.099
237.	24.04.2017	M.S handle for side door lock (R/H) (100 Economy Coaches)	0.099
238.	25.02.2017	G.I wire quantity 45 Kg required for manual brake release	0.005
239.	26.01.2017	Bolt with nut 2*1/2 * 3/4"	0.088
240.	26.01.2017	Bolt with nut 2*1/2 * 5/8"	0.088
241.	26.04.2017	Rubber bush size 1/2" * 1-1/4" * 1-1/2"	0.085
242.	26.04.2017	Rubber bush size 1-1/2"* 2" *1"	0.09
243.	26.04.2017	Rubber bush size 3-1/8" * 2-5/8" *1"	0.099
244.	27.04.2017	Sliding door hand hold (100 Economy Coaches)	0.096
245.	27.10.2016	Refilling of gas cylinder	0.005
246.	28.04.2017	Ring set, piston , rod bush shell & connecting rod	0.1
247.	28.04.2017	Adjusting rod for leaving valve left for CNR Coaches	0.096
248.	28.04.2017	Adjusting rod for leaving valve right for CNR Coaches	0.096

249.	28.04.2017	M.S bush 20*30*10mm	0.094
250.	28.04.2017	M.S bush 20*30*20mm	0.091
251.	28.04.2017	M.S bush 25*35*17mm	0.090
252.	28.04.2017	M.S bush 30*40*16mm	0.096
253.	28.04.2017	M.S bush 30*40*18mm	0.094
254.	28.04.2017	M.S bush 30*40*40mm	0.088
255.	28.04.2017	Threaded nipple set 3/4" consisting of 04 Items	0.096
256.	29.05.2017	Buffalon hide	0.005
257.	29.05.2017	Drill chuck with key for drilling machine	0.005
258.	29.05.2017	Guaze cloth	0.005
259.	29.05.2017	Machine Oil	0.005
260.	29.05.2017	Casutic soda pearl sodium hydroxide solid curtain maximum 99% sodium	0.005
261.	29.05.2017	Diamond drill 3/4"	0.005
262.	29.05.2017	Safely Leather shoes	0.077
263.	30.03.2017	1) Digital outside micrometer 4"-5" 2) Plain outside micrometer 4"-5"	0.087
264.	30.03.2017	1) Digital outside micrometer 6"-7" 2) Palin outside micrometer	0.074
265.	30.03.2017	1) Drill twist size 1* 7/8 or 98 mm 2) HSS Drill twist 7/16"	0.063
266.	30.03.2017	1) Inside micrometer 2"-12" 2) Outside micrometer 7-8"	0.076
267.	30.03.2017	1) Plain outside micrometer 2) Digital Vernier caliper	0.084
268.	30.03.2017	1)Grinder 7" 2000 watt 2) Water pump	0.017
269.	30.03.2017	Digital micrometer 7"-8"	0.078
270.	30.03.2017	Gas kit, K Ring diaphram	0.073
271.	30.03.2017	Gas kit, Rubber seal, Rubber bush	0.074
272.	30.03.2017	Guaze fitter	0.090
273.	30.03.2017	M.S copper coated wire 1/8" (3.25mm)	0.093
274.	30.03.2017	Misc rubber items	0.064
275.	30.03.2017	Profile cutting machine	0.075
276.	30.03.2017	Rolling ring & joint ring	0.090
277.	30.05.2017	1) Air Compresor cc7120 2) M-31 3) Air compresor	0.005
278.	30.05.2017	1) G. I tee1' 2) Stop Plug 3/4"	0.005
279.	30.05.2017	1) G.I Elbow 1" 2) Defend Tape	0.005
280.	30.05.2017	Coomode P/Type EFO	0.005

281.	30.05.2017	Float Glass 25"x50"x5'mm	0.005
282.	30.05.2017	W.C (Floor Pane Pouciline)	0.005
283.	30.05.2017	Wooden flooring	0.005
284.	31.03.2017	G-90 /CPL -189 B-48	0.005
285.	31.03.2017	Ortho phosphoric acid	0.005
286.	31.03.2017	PUMA Air compressor 15 HP, Compressor rod bush	0.005
287.	31.05.2017	Golden Powder	0.005
288.	31.05.2017	Megnatic coil of solinoid valve 110 volt	0.004
289.	31.05.2017	Sensor 12	0.005
Total			**14.965 m**
Grand Total (Rs 43.571 + Rs 14.965 = Rs 58.536 (m)			

Annex-I

Statement showing the detail of payments made to the non active income tax contractors (Para 4.3.4.1)

Sr No.	Name of Party	NTN No.	P.O No.	P.O Date	P.O amount	A.B No.	A.B Date	Gross Payment	Net Payment	Payment Date
1	M/s Shah Rubber Works	1309932-9	03/0008/15-0/1-2015	30.04.2016	674000	09/SM	04.10.2016	674000	624,084	20.10.2016
2	M/s Jam Trading Corporation	2643900-0	03/0008/19-0/1-2015	16.12.2016	239940	65/SM	24.01.2017	239940	184,982	27.01.2017
3	M/s A.T.S Synthetic (Pvt) Ltd	0786227-0	18/0002/01-0/1-2014	27.06.2015	43200000	42/SM	17.11.2015	4339200	4,213,104	17.11.2015
Total								**5253140**	**5,022,170**	
								5.253 (m)	**5.022 (m)**	

Annex-J

Statement showing the detail of bid money not received from contractors (Para 4.3.6)

S. No.	Description of Material	Purchase Order No.	Total amount of bill	Bid security 5% of contract price was not collected
1	Window Blind Curtain Nylon	197-S/1/6421/03-2017	261000	13,050
2	Rubber Profile (u) Velvet for side window unit	197-S/1/6364/02-2017	378000	18,900
3	Ms Black Pipe Outside Dia 1’’inner dia 3/4 ’’	197-S/1/6171/11-2016	499600	24,980
4	Polythene Plastic width 8’ in roll pak made (Pak)	197-S/1/6380/03-2017	376200	18,810
5	Door Handle complete integral lock for L/H	197-S/1/6357/02-2017	535350	26,768
6	Fiber cover molding size 4*30*4 mm 5*45*5 mm 5*55*5 mm	197-S/1/5884/04-2016	494000	24,700
7	Foam Rubber Sheet Size 6’*3’*3’’ Master,Molty Or equilant	197-S/1/5960/06-2016	788500	39,425
8	Hand Rail for side door stainless steel	197-S/1/6445/3-2017	357500	17,875
9	Solution Brand Elephant or similar	197-S/1/6422/03-2017	333200	16,660
10	Cap Nut for hand stainless steel lavatory door hinge upper class	197-S/1/6461/03-2017	279600	13,980
11	Machine Screw (Plat Screw) 4*20 mm Machine Screw (Plat Screw) 4*25 mm	197-S/1/6004/09-2016	131000	6,550
12	Ms Channel 3’’*2 ½’’*3/8’’	197-S/1/6010/09-2016	138000	6,900
13	Bolt With Nut full roll thread 1 ¼’’*5/8’’ head hold size 1/8’’	197-S/1/6147/11-2016	402270	20,114
14	Door Lock China for ZNRV	P.O.# 03/0029/ 01-0/1-2015 Dated: 09-12-2016	711600	35580
15	Gear Box Assembly	P.O.# 03/0029/	3000000	150000

	(small) Right Hand	03-0/1-2015 Dated: 21-9-2017		
16	Door Pully Assembly for Sliding Door ZBC	P.O.# 03/0029/ 04-0/1-2015 Dated: 20-9-2017	1000000	50000
17	Central Coupler Yoke Pin	P.O.# 03/0029/ 05-0/1-2015 Dated: 21-9-2017	1114,400	55720
Total				**540,012** **0.540 (m)**

Annex-K

Statement showing the detail of material purchased through local purchase on single quotation basis (Para 4.3.7)

S.No.	Description	P.O No.	Date of Purchase	Amount (Rs)
1.	Bush 25 mm	944659	10/6/2017	96000
2.	Granding Wheel	944663	17/04/2017	86400
3.	High Speed Steel Drill	944664	17/04/2017	78000
4.	Granding Wheel	944654	17/04/2017	44000
5.	HSS drill Siz 35mm	944665	17/04/2017	81250
Total				**385650** **0.386 (m)**

Annex-L

Statement showing undue financial favour to the contractors (Para 4.3.8)

Sr. No.	Description of Material	Purchase Order No.	Total amount of bill	Performance Guarantee 10% of contract price
1	Floating lever ZBFC (Front)	197-S/1/6478/03-17	490,000	49,000
2	Brake Head (right) HCW	197-S/1/6498/04-17	931,000	93,100
3	Floating Lever (front) ZBKC	197-S/1/6480/03-17	390,000	39,000
4	Brake Head (Left) HCW	197-S/1/6499/04-17	931,000	93,100
5	Diaphragm for BK/Cylinder	197-S/1/6077/10-16	352,500	35,250
6	Enamel MB Green Finishing Coat	197-S/1/6417/03-17	490,000	49,000
			Total	**358,450** **0.358 (m)**

Annex-M

Statement showing short receipt of material (Para 4.4.1)

S.No.	Description	Unit Rate	Amount Rs.
1	Polytherene Plate cream Paint = 900 Ltrs	349	6978
2	Polyure thane M.B swick green paint finishing coat shade to bsc 226=800 ltrs	415	8300
3	Polyure thane pale cream paint = 600 ltrs	415	8300
4	Enamell white brilliant Non yellow	230	4600
5	Conduct or Bk/Valve NB- 5 type = 150 Nos	4000	24000
6	Right side pad holder assy: CCKZ-55-50/9.CME SK no.1035/CC CRC	2000	12000
Total			**64178** **0.064 (m)**

Annex-N

Statement showing the detail of coaches included in special repair, received in shops but not yet repaired/Late repaired (Para 4.5.1)

Sr. No.	Coach No.	Inward Date	Out Turn Date	Actual Working Days spent on POH	Standard days required for POH	Excess days utilized during the process of POH	Status
1	12197	12/3/2009	4/9/2010	2875	35	2840	sent to CFI on 04/09/2010 but not yet returned
2	1444	10/25/2012	2/28/2018	1950	35	1915	Still in Shop
3	1452	12/29/2011	2/28/2018	2250	35	2215	Still in Shop
4	1453	9/29/2011	2/28/2018	2340	35	2305	Still in Shop
5	1457	6/22/2010	2/28/2018	2800	35	2765	Still in Shop
6	5189	6/18/2010	2/28/2018	2805	35	2770	Still in Shop
7	735	11/4/2010	2/28/2018	2670	35	2635	Still in Shop
8	12357	8/11/2011	2/28/2018	2387	35	2352	sent to CFI but not yet returned
9	12358	9/17/2013	2/28/2018	1620	35	1585	sent to CFI but not yet returned
10	4738	5/11/2012	4/8/2016	1060	35	1025	sent to Risal pur on 04/08/2016 but not yet returned
1	11101	1/27/2015	6/18/2015	142	35	107	
2	11101	5/24/2016	7/26/2017	428	35	393	
3	11101	8/13/2017	11/3/2017	82	35	47	
4	11408	3/13/2015	6/25/2015	104	35	69	
5	11408	6/14/2016	8/18/2016	65	35	30	
6	11416	4/7/2016	7/27/2016	111	35	76	
7	11416	7/3/2017	10/9/2017	98	35	63	
8	11702	4/21/2015	7/4/2015	74	35	39	
9	11208	3/9/2015	8/22/2015	166	35	131	
10	11402	3/13/2015	9/2/2015	173	35	138	

11	11409	3/13/2015	8/31/2015	171	35	136	
12	11409	6/14/2017	10/9/2017	117	35	82	
13	11412	2/14/2015	9/12/2015	210	35	175	
14	11412	4/1/2016	7/27/2016	117	35	82	
15	11415	5/28/2015	8/7/2015	71	35	36	
16	11415	2/10/2016	7/28/2016	169	35	134	
17	11425	6/2/2015	8/12/2015	71	35	36	
18	11425	9/6/2016	10/31/2016	55	35	20	
19	11425	6/14/2017	10/9/2017	117	35	82	
20	11435	12/1/2014	8/13/2015	255	35	220	
21	11441	12/11/2014	9/12/2015	275	35	240	
22	11487	12/2/2014	8/18/2015	259	35	224	
23	11422	12/2/2014	9/4/2015	276	35	241	
24	11422	6/11/2016	8/20/2016	70	35	35	
25	11461	4/19/2014	9/12/2015	511	35	476	
26	11461	8/11/2017	10/9/2017	59	35	24	
27	11227	7/15/2015	9/17/2015	64	35	29	
28	11227	9/6/2016	10/31/2016	55	35	20	
29	11106	3/13/2015	4/30/2015	48	35	13	
30	6580	3/20/2015	6/1/2015	73	35	38	
31	6596	4/23/2015	6/20/2015	58	35	23	
32	6589	6/10/2015	8/18/2015	69	35	34	
33	6589	2/25/2017	6/12/2017	107	35	72	
34	6564	6/4/2015	9/9/2015	97	35	62	
35	6564	2/24/2017	5/8/2017	73	35	38	
36	6571	6/4/2015	9/17/2015	105	35	70	
37	6571	1/21/2016	10/4/2016	257	35	222	
38	12523	3/4/2015	5/20/2015	77	35	42	
39	4603	4/30/2016	8/12/2016	104	35	69	
40	1294	9/15/2016	11/21/2016	67	35	32	
41	1294	8/8/2017	12/4/2017	118	35	83	
42	1302	3/4/2016	7/29/2016	147	35	112	
43	1302	2/21/2017	2/21/2018	365	35	330	
44	8137	1/19/2017	5/19/2017	120	35	85	
45	3172	7/29/2016	11/26/2016	120	35	85	

46	87	4/29/2015	7/30/2015	92	35	57	
47	3154	4/29/2017	9/7/2017	131	35	96	
48	96	4/29/2015	1/4/2016	250	35	215	
49	11110	5/23/2015	11/7/2015	168	35	133	
50	4681	3/26/2015	7/30/2015	126	35	91	
51	4681	8/19/2016	11/15/2016	88	35	53	
52	5653	9/8/2015	12/17/2015	100	35	65	
53	5986	9/5/2015	12/3/2015	89	35	54	
54	5986	4/30/2016	7/25/2016	86	35	51	
55	5947	4/30/2016	12/21/2016	235	35	200	
56	9826	7/31/2015	11/20/2015	112	35	77	
57	5962	12/29/2016	4/11/2017	103	35	68	
58	5740	8/12/2015	11/4/2015	84	35	49	
59	8424	6/23/2015	8/27/2015	65	35	30	
60	12073	1/22/2015	4/14/2015	82	35	47	
61	12023	1/30/2015	4/14/2015	74	35	39	
62	12185	1/6/2015	4/14/2015	98	35	63	
63	12160	2/21/2015	4/14/2015	52	35	17	
64	12123	1/22/2015	4/14/2015	82	35	47	
65	12119	1/22/2015	4/14/2015	82	35	47	
66	6006	1/22/2015	4/14/2015	82	35	47	
67	726	11/3/2015	1/29/2016	87	35	52	
68	95	10/13/2015	1/19/2016	98	35	63	
69	95	3/8/2017	11/28/2017	265	35	230	
70	8127	12/10/2015	12/14/2015	4	35	-31	
71	8120	7/31/2015	12/19/2015	141	35	106	
72	8116	11/3/2015	12/21/2015	48	35	13	
73	8502	2/20/2015	12/30/2015	313	35	278	
74	8006	7/31/2015	11/17/2015	109	35	74	
75	1297	8/8/2015	11/14/2015	98	35	63	
76	1297	11/25/2016	1/26/2017	62	35	27	
77	8123	7/31/2015	10/17/2015	78	35	43	
78	1451	7/2/2015	10/16/2015	106	35	71	
79	1451	2/24/2017	7/10/2017	136	35	101	
80	11440	11/10/2015	12/30/2015	50	35	15	

81	11440	6/14/2017	10/9/2017	117	35	82	
82	11454	7/31/2015	12/16/2015	138	35	103	
83	11454	6/2/2016	8/21/2016	80	35	45	
84	11419	5/9/2016	8/20/2016	103	35	68	
85	11413	6/12/2015	12/8/2015	179	35	144	
86	11413	4/20/2016	8/21/2016	123	35	88	
87	11230	2/20/2015	12/5/2015	288	35	253	
88	11107	9/7/2017	12/7/2015	640	35	605	
89	11455	5/7/2016	8/19/2016	104	35	69	
90	11436	4/15/2014	Nov-15	1675	35	1640	
91	11424	2/20/2015	7/27/2016	523	35	488	
92	11418	7/30/2015	11/10/2015	103	35	68	
93	11239	12/9/2015	11/15/2016	342	35	307	
94	11239	4/29/2017	11/29/2017	214	35	179	
95	11109	5/28/2015	10/10/2015	135	35	100	
96	6570	8/1/2015	12/19/2015	140	35	105	
97	6562	1/26/2017	9/23/2017	240	35	205	
98	11211	1/31/2015	5/30/2015	119	35	84	
99	6035	9/1/2016	2/20/2017	172	35	137	
100	9552	12/10/2015	3/25/2016	106	35	71	
101	9552	1/28/2017	3/27/2017	58	35	23	
102	4736	4/28/2016	10/31/2016	186	35	151	
103	8679	7/20/2017	10/3/2017	75	35	40	
104	8601	12/17/2015	2/24/2016	69	35	34	
105	9454	11/3/2015	1/16/2016	74	35	39	
106	5956	12/31/2016	3/21/2017	80	35	45	
107	3178	6/19/2017	10/6/2017	109	35	74	
108	3184	6/17/2017	9/29/2017	104	35	69	
109	4665	5/15/2016	3/16/2017	305	35	270	
110	11215	5/2/2015	2/12/2016	286	35	251	
111	8003	11/18/2016	3/4/2017	106	35	71	
112	1448	12/10/2015	3/21/2016	102	35	67	
113	6586	12/5/2015	3/19/2016	105	35	70	
114	6313	2/24/2017	6/15/2017	111	35	76	
115	6313	12/19/2015	2/19/2016	62	35	27	

116	6566	2/6/2017	5/4/2017	87	35	52	
117	4669	10/19/2016	12/27/2016	69	35	34	
118	11217	5/2/2015	1/25/2016	268	35	233	
119	1442	9/19/2017	11/14/2017	56	35	21	
120	12536	6/13/2017	11/23/2017	163	35	128	
121	3177	2/16/2016	10/31/2016	258	35	223	
122	4732	2/7/2017	4/24/2017	76	35	41	
123	5288	5/5/2016	7/27/2016	83	35	48	
124	5289	12/10/2015	4/15/2016	127	35	92	
125	6240	8/11/2017	11/4/2017	85	35	50	
126	8682	11/18/2016	3/13/2017	115	35	80	
127	8432	1/12/2016	5/3/2016	112	35	77	
128	12077	4/26/2017	10/7/2017	164	35	129	
129	12122	4/26/2017	10/7/2017	164	35	129	
130	12163	11/14/2017	1/20/2018	67	35	32	
131	8666	1/27/2016	5/19/2016	113	35	78	
132	11401	12/9/2015	7/27/2016	231	35	196	
133	11411	9/4/2015	7/27/2016	327	35	292	
134	11417	7/30/2015	7/25/2016	361	35	326	
135	11428	6/4/2013	7/28/2016	1150	35	1115	
136	11432	12/2/2014	7/27/2016	603	35	568	
137	11438	11/26/2014	7/28/2016	610	35	575	
138	11446	11/26/2014	7/27/2016	609	35	574	
139	12130	12/21/2015	6/21/2016	183	35	148	
140	12152	4/2/2016	7/28/2016	117	35	82	
141	12056	1/29/2016	6/21/2016	144	35	109	
142	9503	2/3/2016	6/24/2016	142	35	107	
143	5940	2/24/2017	5/19/2017	84	35	49	
144	4737	12/8/2016	2/21/2017	75	35	40	
145	11434	8/4/2014	7/27/2016	723	35	688	
146	11464	12/2/2014	7/27/2016	603	35	568	
147	12063	4/28/2016	7/28/2016	91	35	56	
148	12142	5/3/2016	7/28/2016	86	35	51	
149	12203	4/18/2016	7/28/2016	101	35	66	
150	11445	1/18/2016	7/27/2016	191	35	156	

151	12084	4/26/2016	7/28/2016	93	35	58	
152	12027	4/30/2016	7/28/2016	89	35	54	
153	4397	1/28/2017	6/21/2017	144	35	109	
154	5955	4/30/2016	8/13/2016	105	35	70	
155	5955	2/9/2017	6/10/2017	121	35	86	
156	11209	6/11/2016	9/24/2016	105	35	70	
157	11222	11/21/2015	9/6/2016	290	35	255	
158	8672	3/13/2017	6/30/2017	109	35	74	
159	3182	4/29/2016	9/20/2016	144	35	109	
160	55	11/16/2015	9/6/2016	295	35	260	
161	11709	1/19/2017	10/9/2017	263	35	228	
162	9384	12/10/2015	9/6/2016	271	35	236	
163	5943	5/16/2016	9/8/2016	115	35	80	
164	5435	6/9/2016	9/17/2016	100	35	65	
165	12710	4/5/2016	10/15/2016	193	35	158	
166	8114	5/20/2016	10/15/2016	148	35	113	
167	8114	8/24/2017	1/5/2018	134	35	99	
168	12083	8/29/2016	10/31/2016	63	35	28	
169	12083	11/19/2017	1/21/2018	63	35	28	
170	4234	3/17/2016	8/17/2016	153	35	118	
171	3193	4/18/2016	8/13/2016	117	35	82	
172	4624	11/28/2014	6/19/2015	203	35	168	
173	12532	10/15/2016	9/26/2017	346	35	311	
174	11232	10/31/2015	8/31/2016	305	35	270	
175	11232	3/31/2017	9/6/2017	159	35	124	
176	9670	4/26/2016	8/31/2016	127	35	92	
177	6825	6/9/2016	8/31/2016	83	35	48	
178	6825	3/14/2017	6/21/2017	99	35	64	
179	8544	7/13/2016	8/29/2016	47	35	12	
180	5165	5/5/2016	8/29/2016	116	35	81	
181	1635	6/16/2016	8/29/2016	74	35	39	
182	7286	2/21/2017	12/21/2017	303	35	268	
183	3174	1/21/2017	4/24/2017	93	35	58	
184	8138	3/3/2016	8/22/2016	172	35	137	
185	4222	8/22/2017	11/9/2017	79	35	44	

186	4222	4/31/2016	8/20/2016	112	35	77	
187	11468	4/15/2014	8/21/2016	859	35	824	
188	11449	4/22/2013	8/21/2016	1217	35	1182	
189	11439	6/6/2017	10/9/2017	125	35	90	
190	11706	3/17/2014	8/21/2016	888	35	853	
191	12133	1/28/2015	4/14/2015	76	35	41	
192	3172	7/29/2016	11/26/2016	120	35	85	
193	5300	8/25/2016	11/15/2016	82	35	47	
194	9079	6/21/2016	11/10/2016	142	35	107	
195	9084	4/27/2016	11/17/2016	204	35	169	
196	11208	3/9/2015	8/22/2015	166	35	131	
197	11239	12/9/2015	11/15/2016	342	35	307	
198	11239	7/15/2015	11/9/2015	117	35	82	
199	11239	4/29/2017	11/29/2017	214	35	179	
200	11409	6/14/2017	10/9/2017	117	35	82	
201	12039	8/18/2016	11/8/2016	82	35	47	
202	12711	4/25/2016	11/8/2016	197	35	162	
203	12714	5/14/2016	12/9/2016	209	35	174	
204	13031	4/30/2016	11/11/2016	195	35	160	
205	13032	4/29/2016	11/24/2016	209	35	174	
206	13033	4/29/2016	11/21/2016	206	35	171	
207	1292	8/22/2016	12/9/2016	109	35	74	
208	3190	8/3/2016	12/19/2016	138	35	103	
209	3868	7/30/2016	12/28/2016	151	35	116	
210	4814	9/15/2016	12/10/2016	86	35	51	
211	11418	7/30/2015	11/10/2015	103	35	68	
212	5287	1/23/2017	4/24/2017	91	35	56	
213	5143	9/29/2016	12/23/2016	85	35	50	
						52972	
Loss of potential earning = Rs 4.718 million earning per year per coach/365 = 0.013x52972 days = 688.636 (m)							

statement showing the detail of wagons included in special repair, received in shops but repaired late							
Sr. No.	**wagons No.**	**Date of received in Shop**	**outward Date**	**Unit days**	**Delay**	**Standard days required for POH**	**Excess No. of Days utilized**
1.	91116	12/9/2015	12/21/2015	D	12	7	5
2.	56698	3/2/2016	4/14/2016	D	43	7	36
3.	78535	3/4/2016	4/20/2016	D	47	7	40
4.	92071	4/14/2016	4/23/2016	D	9	7	2
5.	56904	3/5/2016	4/21/2016	D	47	7	40
6.	56857	3/4/2016	4/19/2016	D	46	7	39
7.	78509	3/4/2016	4/18/2016	D	45	7	38
8.	78579	3/4/2016	4/15/2016	D	42	7	35
9.	91402	11/20/2015	12/5/2015	D	15	7	8
10.	44308	11/17/2015	1/23/2016	D	67	7	60
11.	49667	10/13/2015	10/29/2015	D	16	7	9
12.	78573	10/2/2015	10/16/2015	D	14	7	7
13.	92102	11/11/2016	11/22/2016	D	11	7	4
14.	95121	10/26/2016	11/22/2016	D	27	7	20
15.	95053	10/26/2016	11/22/2016	D	27	7	20
16.	95326	10/26/2016	11/22/2016	D	27	7	20
17.	95296	10/29/2016	11/22/2016	D	24	7	17
18.	95232	10/29/2016	11/22/2016	D	24	7	17
19.	95195	10/29/2016	11/17/2016	D	19	7	12
20.	95220	10/29/2016	11/17/2016	D	19	7	12
21.	95138	10/29/2016	11/17/2016	D	19	7	12
22.	95104	10/26/2016	11/10/2016	D	15	7	8
23.	7114	1/26/2017	4/6/2017	D	70	7	63
24.	5219	3/29/2017	4/8/2017	D	10	7	3
25.	73104	3/29/2017	4/10/2017	D	12	7	5
26.	6483	3/9/2017	4/11/2017	D	33	7	26
27.	73224	3/29/2017	4/12/2017	D	14	7	7
28.	67457	3/29/2017	4/13/2017	D	15	7	8
29.	6471	3/29/2017	4/14/2017	D	16	7	9
30.	6600	4/4/2017	4/15/2017	D	11	7	4

31.	73280	4/12/2017	4/21/2017	D	9	7	2
32.	6684	3/29/2017	4/22/2017	D	24	7	17
33.	6560	3/9/2017	4/25/2017	D	47	7	40
34.	73231	8/9/2017	8/22/2017	D	13	7	6
35.	7015	9/1/2016	9/27/2016	D	26	7	19
36.	6522	9/1/2016	9/23/2016	D	22	7	15
37.	73158	10/14/2016	11/22/2016	D	39	7	32
38.	5206	12/1/2016	12/20/2016	D	19	7	12
39.	6565	12/1/2016	12/9/2016	D	8	7	1
40.	5235	1/2/2017	1/18/2017	D	16	7	9
41.	78714	1/2/2017	1/20/2017	D	18	7	11
42.	73230	1/9/2017	1/21/2017	D	12	7	5
43.	7024	10/18/2016	10/28/2016	D	10	7	3
44.	73235	2/2/2017	2/10/2017	D	8	7	1
45.	73118	2/2/2017	2/20/2017	D	18	7	11
46.	73174	2/12/2016	2/21/2017	D	375	7	368
47.	73014	2/8/2017	2/22/2017	D	14	7	7
48.	7146	2/2/2017	2/24/2017	D	22	7	15
49.	73339	1/26/2017	2/25/2017	D	30	7	23
50.	73461	2/11/2016	2/25/2017	D	380	7	373
51.	73075	4/8/2016	2/28/2017	D	326	7	319
52.	7131	4/8/2016	2/28/2017	D	326	7	319
53.	6573	3/29/2017	4/20/2017	D	22	7	15
54.	73288	3/29/2017	4/7/2017	D	9	7	2
55.	73197	4/4/2017	4/24/2017	D	20	7	13
56.	7023	8/9/2017	8/19/2017	D	10	7	3
57.	73434	8/9/2017	8/21/2017	D	12	7	5
58.	73301	12/1/2016	12/10/2016	D	9	7	2
59.	73080	1/2/2017	1/16/2017	D	14	7	7
60.	78715	1/9/2017	1/17/2017	D	8	7	1
61.	6439	10/18/2016	10/26/2016	D	8	7	1
62.	6798	1/6/2017	1/14/2017	D	8	7	1
63.	73194	1/6/2017	1/19/2017	D	13	7	6
64.	73313	1/26/2017	2/4/2017	D	9	7	2
65.	6776	2/2/2017	2/11/2017	D	9	7	2

66.	73181	2/2/2017	2/14/2017	D	12	7	5
67.	73464	2/2/2017	2/17/2017	D	15	7	8
68.	73095	2/2/2017	2/18/2017	D	16	7	9
69.	67472	1/26/2017	2/23/2017	D	28	7	21
70.	73484	2/8/2017	2/23/2017	D	15	7	8
71.	7022	2/8/2017	2/24/2017	D	16	7	9
72.	7014	3/9/2017	5/4/2017	D	56	7	49
73.	44369	3/3/2017	4/12/2017	D	40	7	33
							2396
Loss of potential earning = Rs 0.489 million earning per year per wagon/365 = 0.0013x2396 days = 3.114 (m)							
Grand Total (688.636 + 3.114)							**691.750 (m)**

Annex-O

Statement showing the detail of coaches included in Special Repair but Special repair/POH was not conducted (Para 4.5.6)

Sr No	Coach No	Inward Date	Out Turn Date	Due date for next POH
1	4348	26.06.2009	31.10.2009	27.11.2010
2	4268	05.11.2009	09.01.2010	25.02.2011
3	916	05.03.2009	09.04.2009	12.06.2010
4	4689	19.08.2009	15.01.2010	30.12.2010
5	9138	02.03.2009	28.03.2009	11.06.2010
6	9012	28.05.2008	18.06.2008	11.09.2009
7	11214	01.01.2011	03.08.2011	02.08.2012
8	11213	10.10.2012	02.03.2013	27.02.2014
9	1489	12.05.2012	16.11.2012	15.05.2014
10	8155	08.02.2013	02.04.2013	29.03.2014
11	5176	30.07.2008	24.10.2008	29.12.2009
12	5144	10.05.2010	06.01.2011	29.02.2012
13	5188	16.07.2009	13.01.2011	30.10.2011
14	5183	19.03.2009	20.07.2009	29.07.2010
15	5419	03.10.2009	31.10.2009	30.01.2010
16	5446	18.06.2009	19.07.2009	18.10.2010
17	5703	21.12.2009	08.04.2010	30.06.2011
18	5920	12.05.2010	04.08.2010	30.10.2011
19	5931	25.01.2010	27.07.2010	26.10.2011
20	5974	15.08.2007	16.08.2007	12.08.2009
21	4734	25.07.2005	06.08.2005	05.08.2006
22	11854	22.08.2011	19.09.2013	18.09.2014
23	12289	03.11.2009	12.04.2009	11.02.2010
24	9011	08.04.2011	25.04.2011	24.07.2010
25	9250	06.02.2008	31.03.2008	30.09.2009
26	5692	19.10.2009	12.01.2010	25.05.2011
27	6023	15.09.2010	12.11.2010	29.01.2012
28	9756	25.10.2010	30.11.2010	29.02.2012
29	4349	21.01.2009	19.08.2009	18.11.2010

Annex-P

Statement showing the detail of coaches repaired twice/thrice due to sub-standard repair (Para 4.5.7)

Sr No	Coach No.	Outturn Date	Next Due date for POH	Inward Date	Unit	Coaches early inward (days)
1	11211	6/13/2017	6/12/2018	10/20/2017	D	235
2	11402	8/21/2016	8/20/2017	6/9/2017	D	72
3	11409	11/26/2016	11/25/2017	6/14/2017	D	164
4	11412	9/12/2015	7/30/2016	4/1/2016	D	120
5	11415	8/7/2015	7/30/2016	2/10/2016	D	171
6	11425	10/31/2016	10/30/2017	6/14/2017	D	138
7	11422	9/4/2015	8/30/2016	6/11/2016	D	80
8	6571	9/17/2015	9/16/2016	1/21/2016	D	239
9	4603	8/12/2016	7/29/2017	4/26/2017	D	94
10	1294	4/21/2016	11/20/2017	8/8/2017	D	104
11	8137	7/16/2016	7/25/2017	1/19/2017	D	187
12	12163	9/30/2014	12/29/2015	10/2/2014	D	453
13	8682	3/17/2016	3/16/2017	11/18/2016	D	118
14	4732	6/29/2016	6/30/2017	2/7/2017	D	143
15	6313	6/15/2017	6/14/2018	11/14/2017	D	212
16	6586	2/19/2015	2/18/2016	12/5/2015	D	75
17	8003	2/10/2016	2/9/2017	11/18/2016	D	83
18	4665	3/31/2016	3/30/2017	9/15/2016	D	196
19	5456	2/13/2016	5/15/2017	12/31/2016	D	135
20	8679	10/31/2016	4/29/2017	1/28/2017	D	91
21	6035	3/19/2016	3/18/2017	9/1/2016	D	198
22	6562	10/25/2016	10/24/2017	1/26/2017	D	271
23	11239	11/9/2015	11/18/2016	12/9/2015	D	345
24	11239	11/15/2016	11/14/2017	4/29/2017	D	199
25	5940	6/28/2016	6/27/2017	2/24/2017	D	123
26	12063	6/23/2014	9/22/2015	5/25/2015	D	120
27	12063	5/30/2015	8/29/2016	4/28/2016	D	123

28	11445	1/9/2015	12/30/2015	8/24/2015	D	128
29	12027	5/30/2015	8/29/2016	4/30/2016	D	121
30	5955	8/5/2014	10/27/2015	6/29/2015	D	120
31	5955	8/22/2015	11/21/2016	4/30/2016	D	205
32	5955	8/13/2016	7/29/2017	2/9/2017	D	170
33	12057	10/16/2015	1/15/2017	7/13/2016	D	186
34	9121	10/26/2015	1/25/2017	7/13/2016	D	196
35	5143	5/23/2015	11/22/2016	9/8/2015	D	441
36	5143	11/18/2015	2/17/2017	9/29/2016	D	141
37	5287	12/21/2016	3/20/2018	1/23/2017	D	421
38	13033	11/21/2016	2/20/2018	10/12/2017	D	131
39	13031	7/7/2015	10/6/2016	4/30/2016	D	159
40	12039	2/8/2016	5/7/2017	8/18/2016	D	262
42	11409	10/9/2017	9/27/2018	12/5/2017	D	296
43	11239	11/9/2015	11/8/2016	12/9/2015	D	335
44	11239	11/15/2016	11/14/2017	4/29/2017	D	199
45	11208	11/17/2016	11/16/2017	6/5/2017	D	164
46	5300	1/9/2016	4/8/2017	8/25/2016	D	226
47	11449	8/21/2016	8/20/2017	4/18/2017	D	124
48	3174	8/24/2016	8/23/2017	1/21/2017	D	214
49	1635	8/29/2016	8/28/2017	3/25/2017	D	156
50	5165	8/29/2016	8/28/2017	3/4/2017	D	177
51	6025	8/17/2015	11/16/2016	6/9/2016	D	160
52	6025	8/31/2016	8/30/2017	3/14/2017	D	169
53	11232	8/31/2016	8/30/2017	3/31/2017	D	152
						9706

Sr.No.	Coach No	Code	Turn out Date	Return Back Date
1.	6561	ZLH	Jan-16	Feb-16
2.	6563	ULH	Jan-16	Feb-16
3.	5955	ZFLRGH	Jun-17	Jul-17
4.	12050	ZFTH	Jun-16	Dec-16
5.	5287	ZFTLRH	Dec-16	Apr-17
6.	3177	ZFTDH	May-16	Oct-16
7.	3174	ZFDH	Aug-16	Feb-17
8.	3182	ZFTDH	Sep-16	Apr-17
9.	11424	ZFTH	Nov-15	Jun-16
10.	11413	ZFTH	Dec-15	Aug-16
11.	11419	ZFTH	Dec-15	Aug-16
12.	11454	ZFTH	Dec-15	Aug-16
13.	4353	ZFH	Sep-16	Aug-17
14.	11436	ZFTH	Nov-15	Aug-16
15.	11455	ZFTH	Nov-15	Aug-16
16.	12077	ZFTH	Apr-15	Apr-16
17.	4261	UFH	Oct-16	Aug-17
18.	6025	ZFLRGH	Aug-16	Jun-17
19.	11415	ZFTH	Jul-15	May-16
20.	11440	ZFTH	Dec-15	Oct-16
21.	5281	ZFTLRH	Aug-16	Jun-17
22.	6055	ZFTLRH	Mar-16	Jan-17
23.	12123	ZFTH	Mar-15	Apr-16
24.	11202	ZBXH	Nov-15	Oct-16
25.	3175	ZFTDH	May-16	Apr-17
26.	11416	ZFTH	Jun-15	May-16
27.	5940	ZFTLRGH	Jun-16	May-17
28.	11706	ZFTLRH	Aug-16	Jul-17
29.	4385	ZFH	Jun-16	Aug-17
30.	9706	ZFH	Oct-15	Dec-16
31.	11239	ZBXH	Nov-15	Nov-16
32.	5192	ZFLR	Mar-16	Mar-17
33.	11422	ZFTH	Aug-15	Aug-16
34.	5288	ZFTLRGH	May-16	May-17
35.	4381	ZFH	Mar-15	Jun-16
36.	27	UCR	Oct-15	Nov-16
37.	8139	ZBXH	Mar-16	Apr-17
38.	11227	ZBXH	Sep-15	Oct-16
39.	11402	ZFTH	Jul-15	Aug-16
40.	11418	ZFTH	Nov-15	Dec-16
41.	11433	ZFTH	Nov-15	Dec-16
42.	11461	ZFTH	Aug-15	Sep-16
43.	9783	ZFH	Aug-15	Dec-16

44.	8405	ZFTH	Apr-16	Aug-17
45.	1443	ZAH	Mar-16	May-17
46.	4617	ZBH	Feb-16	Apr-17
47.	4624	ZBH	Jun-15	Aug-16
48.	1297	ZCH	Nov-15	Jan-17
49.	11401	ZFTH	May-16	Jul-17
50.	11408	ZFTH	Jun-15	Aug-16
51.	11411	ZFTH	May-16	Jul-17
52.	11428	ZFTH	May-16	Jul-17
53.	11474	ZFTH	May-16	Jul-17
54.	12073	ZFTH	Apr-15	Sep-16
55.	12133	ZFTH	Mar-15	Aug-16
56.	12160	ZFTH	Mar-15	Aug-16
57.	12190	ZFTH	Mar-15	Aug-16
58.	12192	ZFTH	Mar-15	Aug-16
59.	12192	ZFTH	Mar-15	Aug-16
60.	1451	ZAH	Oct-15	Jan-17
61.	11110	ZCDH	Nov-15	Feb-17
62.	11425	ZFTH	Jul-15	Oct-16
63.	11487	ZFTH	Jul-15	Oct-16
64.	12023	ZFTH	Apr-15	Oct-16
65.	6013	UFLRGH	Jan-16	May-17
66.	87	URA	Jul-15	Nov-16
67.	11208	ZBXH	Jul-15	Nov-16
68.	1294	ZCH	Jul-15	Nov-16
69.	11409	ZFTH	Jul-15	Nov-16
70.	12119	ZFTH	Mar-15	Oct-16
71.	11107	ZCDH	Dec-15	May-17
72.	1469	ZFH	Mar-15	Nov-16
73.	5653	UFLR	Dec-15	Jun-17
74.	4819	ZFTRH	Sep-15	Mar-17
75.	12185	ZFTH	Mar-15	Dec-16
76.	11441	ZFTH	Jul-15	Feb-17
77.	5986	ZFTLRGH	Dec-15	Jul-17
78.	734	ZAH	Oct-15	Jun-17
79.	3172	ZFDH	Mar-15	Nov-16
80.	4603	ZBH	Jun-15	Jul-17
81.	11101	ZCH	Jun-15	Jul-17
82.	11702	ZFTLRH	Jun-15	Jul-17
83.	6596	ZLH	Jun-15	Jul-17
84.	8137	ZBXH	Apr-15	Jul-17

Statement showing the detail of coaches repaired and accounted for thrice (04 coaches accounted for 12 times)

Sr. No	Coach No	Code	Turn out Date	Return Back Date	Again returned Back
1	6006	UFLRGH	Apr-15	Mar-16	Apr-16
2	8636	ZFTH	Apr-16	Aug-16	Jul-17
3	11412	ZFTH	Jul-15	Jun-16	Jul-17
4	943	ZFH	Apr-15	Sep-16	Aug-17

Statement showing the detail of wagons repaired and accounted for twice

Sr.No.	Wagon No.	Code	Turnout Date	Again Turnout on
1.	49673	BKF	Jul-17	Jul-17
2.	95299	ZBKC	Dec-16	Feb-17
3.	67410	BTO	Jan-17	Apr-17
4.	73230	BTO	Jan-17	Apr-17
5.	73301	ZBTO	Jan-17	Apr-17
6.	90201	ZBFC	Jan-17	Apr-17
7.	95055	ZBKC	Oct-16	Feb-17
8.	67438	ZBTO	Sep-16	Feb-17
9.	90076	ZBFC	Oct-15	May-16
10.	93040	ZNRV	Aug-16	Mar-17
11.	44823	BC	Aug-16	Apr-17
12.	90243	ZBFC	Oct-15	Aug-16
13.	93066	ZNRV	Jun-16	Mar-17
14.	44333	BC	Aug-16	May-17
15.	91445	ZBC	Aug-16	May-17
16.	91368	ZBC	Jun-16	Apr-17
17.	67411	ZBTO	Jul-16	May-17
18.	73337	ZBTO	Jul-16	May-17
19.	91054	ZBC	Jul-16	May-17
20.	90037	ZBFC	Jan-16	Dec-16
21.	94107	ZBFC	Apr-16	Mar-17
22.	92438	ZBKC	May-16	Apr-17
23.	78532	BKW	Feb-16	Feb-17
24.	95062	ZBKC	Feb-16	Feb-17
25.	94019	ZBFC	Mar-16	Mar-17
26.	94036	ZBFC	Mar-16	Mar-17
27.	91101	ZBC	Apr-16	Apr-17

28.	95099	ZBKC	Jan-16	Feb-17
29.	94071	ZBFC	Feb-16	Mar-17
30.	67457	BTO	Mar-16	Apr-17
31.	93510	ZNRV	Oct-15	Jan-17
32.	94064	ZBFC	Oct-15	Jan-17
33.	94065	ZBFC	Oct-15	Jan-17
34.	73419	BTO	Dec-15	Feb-17
35.	91120	ZBC	Dec-15	Feb-17
36.	93044	ZNRV	Jan-16	Mar-17
37.	94041	ZBFC	Feb-16	Apr-17
38.	6515	BTO	Nov-15	Feb-17
39.	6710	BTO	Nov-15	Feb-17
40.	73365	ZBTO	Oct-15	Feb-17
41.	90032	ZBFC	Oct-15	Feb-17
42.	90272	ZBFC	Nov-15	Mar-17
43.	91295	ZBC	Nov-15	Mar-17
44.	73104	BTO	Dec-15	Apr-17
45.	90013	ZBFC	Dec-15	Apr-17
46.	91133	ZBC	Jan-16	May-17
47.	93071	ZNRV	Feb-16	Jun-17
48.	6684	BTO	Nov-15	Apr-17
49.	6767	BTO	Oct-15	Apr-17
50.	44369	BC	Oct-15	Apr-17
51.	73069	ZBTO	Oct-15	Apr-17
52.	6459	BTO	Dec-15	May-17
53.	49634	BKFC	Oct-15	May-17
54.	49829	BKFC	Nov-15	Jun-17

Annex-Q

Nominated repair of wagons carried out in C&W shop Hyderabad instead of special repair (Para 4.5.9)

Sr. No.	Wagon No.	Code	Turn out from Hyd
1.	73288	ZBTO	07-04-2017
2.	6560	BTO	25-04-2017
3.	73280	BTO	21-04-2017
4.	73400	BTO	19-04-2017
5.	7139	BTO	05-04-2017
6.	73226	BTO	18-04-2017
7.	7116	BTO	15-04-2017
8.	73197	ZBTO	24-04-2017
9.	6573	ZBTO	20-04-2017
10.	73224	BTO	12-04-2017

Annex-R

Less utilisation of repaired wagons (Para 4.5.10)

Sr. No.	Wagon No.	Code	Turnout Month	Date of Receipt in Yard	Date of Turnout from Yard	Days Delayed
1	93004	ZNRV	Apr-2017	07/05/2017	17/05/2017	10
2	93062	ZNRV	Aug-2017	29/08/2017	09/09/2017	11
3	93065	ZNRV	Jun-2016	01/07/2016	11/07/2016	10
4	93066	ZNRV	Mar-2017	30/03/2017	10/04/2017	11
5	93516	ZNRV	Apr-2016	12/04/2016	27/04/2016	15
6	93522	ZNRV	Mar-2016	29/03/2016	05/04/2016	7
7	92054	ZBKC	Nov-2016	24/11/2016	03/12/2016	9
8	92056	ZBKC	Apr-2017	11/05/2017	20/05/2017	9
9	92064	ZBKC	Aug-2016	10/09/2016	17/09/2016	7
10	92263	ZBKC	Apr-2017	11/05/2017	20/05/2017	9
11	92307	ZBKC	Nov-2015	27/11/2015	07/12/2015	10
12	95065	ZBKC	Aug-2016	10/09/2016	17/09/2016	7
13	95092	ZBKC	Oct-2015	18/09/2015	03/10/2015	15
14	95106	ZBKC	Aug-2016	28/10/2016	05/11/2016	8
15	95116	ZBKC	Nov-2016	09/12/2016	17/12/2016	8
16	95128	ZBKC	Aug-2016	10/09/2016	17/09/2016	7
17	95132	ZBKC	Oct-2015	18/09/2015	03/10/2015	15
18	95203	ZBKC	Jan-2017	10/02/2017	19/02/2017	9
19	95278	ZBKC	Jan-2016	14/01/2016	04/03/2016	50
20	6443	ZBTO	Oct-2015	22/10/2015	31/10/2015	9
21	6457	ZBTO	May-2016	22/07/2016	01/08/2016	10
22	6497	ZBTO	Jul-2016	11/10/2016	30/10/2016	19
23	6499	ZBTO	Oct-2016	01/11/2016	20/11/2016	19
24	6504	ZBTO	Oct-2016	04/11/2016	20/11/2016	16
25	6753	ZBTO	Jun-2016	17/07/2016	06/09/2016	51
26	6759	ZBTO	Feb-2016	26/02/2016	05/03/2016	8
27	6796	ZBTO	Jul-2016	29/08/2016	14/09/2016	16
28	7021	ZBTO	Jul-2016	29/08/2016	14/09/2016	16
29	67401	ZBTO	Feb-2017	02/28/2017	03/10/2017	10
30	67419	ZBTO	Jan-2016	07/02/2016	19/04/2016	72
31	67420	ZBTO	Sep-2016	11/10/2016	30/10/2016	19
32	67421	ZBTO	Oct-2016	04/11/2016	20/11/2016	16
33	67432	ZBTO	Mar-2017	28/03/2017	07/04/2017	10

34	67436	ZBTO	Feb-2017	25/03/2017	07/04/2017	13
35	67438	ZBTO	Sep-2016	13/10/2016	30/10/2016	17
36	67446	ZBTO	Feb-2017	22/03/2017	07/04/2017	16
37	67468	ZBTO	Oct-2015	03/11/2015	19/12/2015	46
38	73001	ZBTO	Feb-2017	28/02/2017	10/03/2017	10
39	73030	ZBTO	Dec-2016	28/11/2016	08/12/2016	10
40	73057	ZBTO	Nov-2015	18/11/2015	26/11/2015	8
41	73069	ZBTO	Oct-2015	17/10/2015	27/10/2015	10
42	73098	ZBTO	Oct-2016	11/11/2016	20/11/2016	9
43	73101	ZBTO	Nov-2016	28/11/2016	08/12/2016	10
44	73103	ZBTO	Oct-2015	11/10/2015	31/10/2015	20
45	73116	ZBTO	Feb-2017	21/02/2017	04/04/2017	42
46	73134	ZBTO	Mar-2017	28/03/2017	08/04/2017	11
47	73167	ZBTO	Sep-2016	13/10/2016	01/11/2016	19
48	73170	ZBTO	Feb-2017	28/02/2017	10/03/2017	10
49	73186	ZBTO	Feb-2017	28/02/2017	10/03/2017	10
50	73223	ZBTO	Mar-2017	28/03/2017	07/04/2017	10
51	73244	ZBTO	Apr-2017	21/04/2017	05/05/2017	14
52	73282	ZBTO	Apr-2017	13/04/2017	23/04/2017	10
53	73301	ZBTO	Apr-2017	10/05/2017	21/05/2017	11
54	73318	ZBTO	Mar-2017	25/03/2017	08/04/2017	14
55	73336	ZBTO	Jul-2017	16/08/2017	27/08/2017	11
56	73338	ZBTO	Jan-2017	28/02/2017	10/03/2017	10
57	73360	ZBTO	Jul-2017	16/08//2017	27/08/2017	11
58	73373	ZBTO	Apr-2017	04/05/2017	17/07/2017	74
59	73377	ZBTO	Oct-2015	04/10/2015	27/10/2015	23
60	73382	ZBTO	Jan-2017	02/01/2017	13/01/2017	11
61	73383	ZBTO	May-2017	16/05/2017	28/05/2017	12
62	73398	ZBTO	Apr-2017	04/05/2017	16/05/2017	12
63	73424	ZBTO	Mar-2017	30/03/2017	10/04/2017	11
64	73432	ZBTO	Mar-2017	30/03/2017	10/04/2017	11
65	73442	ZBTO	Sep-2017	18/10/2017	27/10/2017	9
66	73450	ZBTO	Feb-2017	28/02/2017	10/03//2017	10
67	73470	ZBTO	Apr-2017	07/05/2017	18/05/2017	11
68	73490	ZBTO	Feb-2017	21/02/2017	03/03/2017	10
69	73496	ZBTO	Mar-2017	30/03/2017	09/04/2017	10
70	73498	ZBTO	Feb-2017	28/02/2017	10/03/2017	10
71	90007	ZBFC	Feb-2017	24/02/2017	11/03/2017	15

72	90025	ZBFC	Feb-2017	24/02/2017	11/03/2017	15
73	90086	ZBFC	Jun-2017	23/06/2017	10/08/2017	48
74	90124	ZBFC	Mar-2017	28/03/2017	06/04/2017	9
75	90132	ZBFC	Aug-2017	25/08/2017	09/09/2017	15
76	90133	ZBFC	Feb-2017	22/03/2017	06/04/2017	15
77	90218	ZBFC	Feb-2017	22/03/2017	06/04/2017	15
78	94019	ZBFC	Mar -2017	13/04/2017	15/08/2017	124
79	94071	ZBFC	Mar-2017	25/03/2017	10/04/2017	16
80	94107	ZBFC	Mar-2017	07/05/2017	30/05/2017	23
81	94131	ZBFC	Jan-2017	21/02/2017	11/03/2017	18
82	5220	BTO	Sep-2017	04/10/2017	17/10/2017	13
83	6489	BTO	Sep-2017	04/10/2017	17/10/2017	13
84	6653	BTO	Apr-2017	27/04/2017	06/05/2017	9
85	6673	BTO	Nov-2015	27/11/2015	05/12/2015	8
86	67410	BTO	Apr-2017	04/05/2017	15/05/2017	11
87	67604	BTO	Oct-2017	18/10/2017	27/10/2017	9
88	40929	BKFC	Nov-2015	18/11/2015	28/11/2015	10
89	49431	BKFC	Oct-2015	11/10/2015	20/10/2015	9
90	49461	BKFC	Oct-2015	11/11/2015	28/11/2015	17
91	49486	BKFC	Oct-2015	11/10/2015	20/10/2015	9
92	49855	BKFC	Oct-2015	15/11/2015	15/12/2015	30
93	49856	BKFC	Oct-2015	15/11/2015	15/12/2015	30
94	49891	BKFC	Oct-2015	11/11/2015	28/11/2015	17
95	40795	BKC	Sep-2017	27/09/2017	07/10/2017	10
96	40833	BKC	Apr-2017	13/04/2017	23/04/2017	10
97	44527	BKC	Mar-2017	13/04/2017	22/04/2017	9
98	44304	BC	Jul-2017	13/07/2017	08/09/2017	57
99	44309	BC	Oct-2016	23/10/2016	07/11/2016	15
100	44311	BC	Oct-2016	15/10/2016	07/11/2016	23
101	44312	BC	Apr-2017	13/04/2017	31/10/2017	201
102	44313	BC	Feb-2017	28/02/2017	08/09/2017	192
103	44330	BC	Mar-2016	15/03/2016	01/04/2016	17
104	44333	BC	Aug-2016	03/10/2016	07/11/2016	35
105	44354	BC	Mar-2016	15/03/2016	01/04/2016	17
106	44359	BC	Mar-2016	15/03/2016	07/04/2016	23
107	44375	BC	Mar-2017	06/04/2017	17/04/2017	11
108	44376	BC	May-2017	10/05/2017	22/05/2017	12
109	44388	BC	Mar-2017	07/04/2017	21/04/2017	14

110	44390	BC	May-2016	26/05/2016	10/06/2016	15
111	44392	BC	Sep-2017	22/09/2017	04/10/2017	12
112	44394	BC	Oct-2016	23/10/2016	07/11/2016	15
113	44406	BC	Aug-2016	10/09/2016	20/09/2016	10
114	44413	BC	Sep-2017	22/09/2017	05/10/2017	13
115	44415	BC	Jun-2017	07/07/2017	19/07/2017	12
116	44423	BC	Apr-2016	21/04/2016	10/06/2016	50
117	44428	BC	Mar-2017	07/04/2017	21/04/2017	14
118	44813	BC	Sep-2017	22/09/2017	11/10/2017	19
119	44821	BC	May-2016	30/05/2016	11/09/2016	104
120	42431	BFRC	Sep-2017	28/09/2017	14/10/2017	16
121	49412	BFC	Jul-2016	07/08/2016	06/12/2016	121
122	49442	BFC	Aug-2017	25/08/2017	21/10/2017	57
123	49450	BFC	Apr-2016	17/04/2016	06/12/2016	233
124	49471	BFC	Jun-2016	15/06/2016	06/12/2016	174
125	49625	BFC	Apr-2016	17/04/2016	06/12/2016	233
126	49661	BFC	May-2016	15/06/2016	06/12/2016	174
127	49711	BFC	Aug-2017	25/08/2017	14/10/2017	50
128	49753	BFC	May-2016	10/11/2016	06/12/2016	26
129	49776	BFC	Jun-2017	27/06/2017	22/07/2017	25
130	49809	BFC	Aug-2017	25/08/2017	14/10/2017	50
131	49920	BFC	Aug-2017	25/08/2017	14/10/2017	50
132	11981	MBFU	Mar-2017	05/04/2017	12/08/2017	129
133	56632	BKW	Jul-2017	07/07/2017	28/07/2017	21
134	56764	BKW	Oct-2015	22/10/2015	17/11/2015	26
135	78563	BKW	Oct-2015	03/11/2015	17/11/2015	14
136	91054	ZBC	May-2017	16/05/2017	09/06/2017	24
137	91074	ZBC	May-2017	16/05/2017	09/06/2017	24
138	91084	ZBC	Feb-2017	26/03/2017	19/04/2017	24
139	91105	ZBC	Feb-2017	26/03/2017	19/04/2017	24
140	44043	MBFR	Jul-2017	16/09/2017	28/10/2017	42