4-2-1 Modal Shares and Yearly Allocations

As is shown in Table 4-2-1(1) the respective modal shares of the ADP budget (Rs. 40,805 million) in the Sixth Plan period are 39.8% for Road, 7.0% for Road Transport, 33.6% for Railway, 7.3% for Port and 12.2% for Airport. Road and Railway combined occupy about three fourth of the budget. As regard the non-ADP budget (Rs.15,159 million) 10.2%, 22.3% and 67.4% are allocated to Port, Shipping and Aviation respectively in the same period as shown in Table 4-2-1(4). When ADP and non-ADP are added together (Rs. 55,964 million) the modal shares take the following pattern: 29.0% for Road, 5.0% for Road Transport, 24.5% for Railway, 8.1% for Port, 6.1% for Shipping, 8.9% for Airport and 18.3% for Aviation.

Over the entire future periods the respective modal shares in the ADP budget (Rs. 172,912 million) are as under: Road 47.4%, Road Transport 6.3%, Railway 38.5%, Port 2.6% and Airport 5.1%. Likewise, the modal allocations of the non-ADP budget (Rs. 48,579 million) are 9.0% to Port, 23.7% to Shipping and 67.3% to Aviation. When both budgets are merged together (Rs. 173,112 million) Road takes the share of 37.0%, Road Transport 5.0%, Railway 30.1%, Port 4.0%, Shipping 5.2%, Airport 4.0% and Aviation 14.8%.

Investment expenditure on Transport is yearly allocated in parallel with the growth of GDP as is already described. On the "Standard" basis annual financial frameworks in the public sector for 1983-84, 1984-85, 1985-86, 1986-87 and 1987-88 are in million rupees 5,392, 5780, 6,196, 6,642 and 7,121 respectively. (Refer to Table 4-2-1 (2). In the table the financial framework is expressed as GUIDELINE.) On the other hand, final annual budgetary demands are in million rupees 6,604, 7,815, 8,352, 9,137 and 8,897 in the above year order. (In the table the budgetary demand is expressed as ESTIMATED COST.) Thus the budgetary demand in 1983-84 is by 22.5% greater than the guideline. In the same way the demands in 1984-85, 1985-86, 1986-87 and 1987-88 are greater than the guideline by 35.2%, 34.8%, 37.6% and 25.0% respectively. On the "25% Increase" basis percentage differences of the demand vis-a-vis the guideline are -2.0%, 8.2%, 7.8%, 10.1% and -0.0% for the respective years.

Annual allocations of budgetary demands in the semi-public (Non-ADP) sector for 1983-84, 1984-85, 1985-86, 1986-87 and 1987-88 are in million rupees 1,675, 3,298, 2,694, 2,906 and 4,586 respectively, which constitute 57.8%, 106.2%, 80.9%, 81.4% and 119.9% of the corresponding guidelines (Refer to Table 4-2-1(5)).

When public and semi-public sectors are combined the final budgetary demand in the first year of the Sixth Plan period stands at Rs. 8,279 million. Similarly, the budgetary demands in the second, third, fourth and fifth years stand in million rupees at 11,113, 11,046, 12,043, and 13,490 respectively.

4-2-2 Project-Wise Investment Schedule by Mode

The following tables accomodate the complete lists of the projectwise investment schedules by mode. They encompass the entire future periods, all modes, all relevant projects and both public and semi-public sectors.

In the mode of Road 208 projects are listed as new projects coming under the study, of which 71 are to be started during the Sixth Plan period. (Refer to Table 4-2-2(2).) The project number signifies priority order, and the latter is based upon IRR. "Outside the Study" means a category of the projects in which either the route falls outside the study, or the investment cost is less than ten million rupees. Table 4-2-2(1) is a summary of investment in Road by time and by province.

In the mode of Railway 68 projects are designated as new projects, of which 28 are to be commenced during the next Plan period. They are rated A because of the urgency of their implementation to cater for the expanded rail traffic. Rank B is given to the 18 projects that will be started in the Seventh Plan period, and the remaining 22 projects which are ranked C will be started beyond the Seventh Plan period. Railway projects are divided into 6 groups, i.e., signalling, electrification, track doubling, track renewal, station improvement and rolling stock. Besides, minor projects of maintenance nature are taken into account and allotted the budget corresponding to ten percent of the entire budget for the identified new projects. (Refer to Table 4-2-2(4).)

In the mode of Road Transport the purchase of buses for the transportation of inter-city traffic and also the purchase of trucks for replacement by NLC constitute the two pillar projects which cannot be left undone. The projects related to PUTC and KTC are not specifically identified since they are out of the scope of the study. (Refer to Table 4-2-2(3).)

In PQA an early completion of the present phase of port construction is a first priority. New projects pertaining to the construction of fertilizer and wheat terminals are of the primary importance to meet the expanding seaborne trade. Gwadar mini-port and Marine Academy projects which belong to the public sector are also rated high because of their long-range effects. (Refer to Table 4-2-2(5).)

In Airport the projects related to Karachi, Islamabad and Lahore Airports have a foremost priority to cope with the rapidly increasing air traffic in functional as well as physical terms. The projects for Peshawar, Nawabshah and Gwadar Airports are also ranked A in importance and urgency. Airport is one of the modes suffering from heavy backlog of improvement/expansion needs. (Refer to Table 4-2-2(6).)

Turning to semi-public sector, both KPT and PNSC are confronted with a pressing need of "containerization" of related equipment and facilities. In PIA a big amount of investment in aircraft equipment is recommended to remain competitive in the year to come. (Refer to Tables 4-2-2(7), 4-2-2(8) and 4-2-2(9).)

* * *

As for the detailed explanation of the projects in physical terms, refer to the modal plans of Chapt.VI for Masterplan and Chapt. VIII for the Sixth Plan.

CMILLION RPS, FINANCIAL, 1981 PRICE) ---A0P---SUMMARY INVESTMENT SCHEDULE

MODE	ALLOCATION 1982	ESTIMATED (COST	1 00	ALLOCATION 3 1984	DURIN 1985	G 1983-8 1986 -87	1987	107AL 1983 -88	8EYOND 1987 -88
	- 1				- 1	0) 			
	1752	81939 13	654	1975	2874	3519	4019	3868	16255	65684
ROAU TOO		0991 4	161	129	579	517	557	594	2868	8123
ACAN CANANA CANA	1300	2 7699	7181	2532	2461	2721	30,53	3194	13721	52973
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7 F OC	270	8905 5	556	878	666	1012	1037	1036	7965	2943
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AVIA 101	4239	173112 53	346	7099	7815	8352	9137	8897	40805	132307
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6	E 77	47.3	25.6	59.9	36.8	42.1	0-77	43.5	8,62	9.67
KUAU TOANANADOOT	, ,	n. 9	7.8	4.6	7.4	6.2	6.1	6.7	7.0	6-1
מס ביייים אייים אי	7.02	38,5	51.0	34.7	31.5	32.6	33.4	35.9	33.6	0-07
KAILWAI	1 4 7	N	ιν (3	12.7	11.5	2 0	5.2	2,3	7.3	1.2
7. 6 2. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		0.0	0	0.0	0	0-0	0	0.0	0.0	0
	7 4	جع •	10.4	13.3	12.8	12.	11.3	11.6	12.2	3.0
AIRPOR	0	0	0.0	0	0	0.0	0.0	0.0	0.0	0.0
	1 <	100.0 1	0.00	100.0	100.0	100.0	100.0	100.0	100.0	100.0
TOTAL	0.001									

NOTE:THE AMOUNT OF FEC IS NOT AVAILABLE FOR THE PROJECTS FALLING OUTSIDE THE STUDY

ADB	
LIST	
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INVESTMENT	
(5)	
4-2-1	
TABLE	

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1 PRICE)	BEYOND 1987 -88	55684 58610 7074 112.1	8123 8951 -828 90.7	52973 51284 1689 103.3	1584 6431 -4847 24.6	0000	3943 6448 61.2	0000	132307 131724 583 100.4
AL. 198	T0TAL 1983 -88	16255 11877 4378 136.9	2868 2758 110	13721 10393 3328 132.0	2999 3426 -427 87.5	0000	4962 2677 2285 185.4	0000	40805 31131 9674 131.1
FINANCI	-88 1987 -88	3868 2717 1151 142.4	594 633 633 94.1	3194 2377 817 134.4	205 784 -579 26.1	0000	1036 612 424 169.3		8897 7121 1776 124.9
DP-17 N RPS.	NG 1983 1986 -87	42040	557 588 	3053 2218 835 137.6	471 731 -260 64.4	0000	1037 571 466 181.6		9137 6642 2495 137.6
CMILLIO	ION DURI 1985 -86	3519 2364 1155 148.9	517 549 -32	2721 2068 653 131.6	583 682 199 5.5	0000	1012 533 479 189.9	0000	8352 6196 2156 134.8
LIST	LLOCATION 1984	2874 2205 669 130.3	512 512 67 113 - 1	2461 1930 531 127.5	902 636 266 141.8	0000	999 497 502 201.0	0000	7815 5780 2035 135.2
H F C K	1983 -84	1975 2057 -82 96.0	621 478 143 129.9	2292 1800 492 127.3	838 593 245 141.3	0000	878 464 414 189.2	0000	6604 5392 1212 122.5
MENT C	ED COST FEC	13654	4161 0 0.0	27181 0 0 0.0	2794	0000	5556	0000	53346
INVEST	ESTIMAT: TOTAL	81939 70487 11452 116.2	10991 11709 -718 93.9	66694 61677 . 5017 108.1	70074	0000	8905 9125 -220 97.6	0000	173112 162855 10257 106.3
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4-2-1		ESTIMATED GUIDELINE DIFFERENCI RATIO (%)	ESTIMATED GUIDELINE DIFFERENCE RATIO (%)	ESTIMATED GUIDELINE DIFFERENCE	ESTIMATED GUIDELINE DIFFERENCE RATIO (%)	ESTIMATED GUIDELINE DIFFERENCE	ESTIMATED GUIDELINE DIFFERENCE RATIO (%)	ESTIMATED GUIDELINE DIFFERENCE RATIO (%)	ESTIMATED GUIDELINE DIFFERENCE RATIO (%)
TABLE						· · · · · · · · · · · · · · · · · · ·			
F	MODE	ROAD	ROAD TRANSPORT	RAILWAY	F & CO	SHIPPING	AIRPORT	AVIATION	TOTAL

RIC	3EYOND 1987 -88	36792 28892 65684 65684 5330 5330 2793 8123	48158 4815 52973 1584 1584 1584	· · · · · · · · · · · · · · · · · · ·	95807 325500 132307
1981	101AL 1983 -88	9503 897 5855 16255 1975 893 2868	111109 11500 111109 11112 1112 1113 1113 1113 1113 1113 11	854 9 44 6	
INANCI	1987 1987 -88	25.26 113.42 38.46 39.66 20.00 59.44	29 04 21 29 0 20 20 20 20 20 20 20 20 20 20 20 20 20 2	พ. พั	
RPS, F	1983 1986 -87	2765 1249 4019 366 191 557	2775 278 3053 471 471	- พ.ศ	4 7 4 4 4 4 4 4 4
MILLION	N DURING 1985 -86	23 44 3 44 3 44 3 44 3 44 3 4 4 4 4 4 4	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		7 4 6 7
) 	LOCATION 1984 -85	1512 275 1087 2874 414 416 579	17883 1708 1708 1778 178 178 178 178	0 000 0000	
0 11	1983 1983 -84	357 604 1014 1975 466 466 621	11774 1000 1118 2292 1115 7233	2 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	- L-400
 u >	D COST FEC	13562 92 0 13654 4161 4161	6 N S S S	5543	
UMMAKY	ESTIMATE TOTAL	46295 897 34747 81939 7305 7305 10991	59267 1500 5927 66694 3415 1168	α στ) \rangle \rangle \gamma'
4-2-1 (3) S		NEW PROJECTS ON-GOING PROJECTS OUTSIDE THE STUDY TOTAL NEW PROJECTS ON-GOING PROJECTS OUTSIDE THE STUDY	NEW PROJECTS ON-GOING PROJECTS OUTSIDE THE STUDY TOTAL NEW PROJECTS ON-GOING PROJECTS	TOUEC TNG P THE THE TNG FOUNCE	NEW PROJECTS ON-GOING PROJECTS OUTSIDE THE STUDY TOTAL NEW PROJECTS ON-GOING PROJECTS OUTSIDE THE STUDY
TABLE	MODE	ROAD TRANSPORT	RAILWAY PORT	SHIPPING AIRPORT	AVIATION

--NON ADP--SUMMARY INVESTMENT SCHEDULE TABLE 4-2-1 (4)

·										 								
	BEYOND 1987 -88	0	0	0	2804	8136	0	22480	33420		0-0	0.0	0	8.0	24.3	0.0	67.3	100.0
E)	1983 1983 -88	0	0	0	1553	3386	0	10220	15159		0.0	0.0	0.0	10.2	22.3	0.0	7.79	100.0
81 PRICES	-88 1987 -88	0	0	Φ.	556	430	0	3600	4586		0.0	0.0	0.0	22.	4.6	0.0	78.5	100.0
FINANCIAL, 1981	NG 1983 1986 -87	0	0	0	700	1646	ο.	860	2906		0.0	0.0	0.0	13.8	56.6	0.0	29.6	100.0
	1985 1985 -86	0	0	0	334	989	0	1680	2694		0-0	0.0	0.0	12.4	25.2	0.0	62.4	100.0
R P S	LLOCATI 1984 -85	0	0	0	168	430	0	2700	3298		0	0.0	0.0	5.1	13.0	0.0	81.9	100.0
CMILLION	1983 1983 -84	0	0	0	56	200	0	1380	1675	 	0.0	0.0	0.0	5.7	11.9	0	82.4	100.0
	ED COST FEC	0	0	Ó	2896	11522	0	32700	47118	SHARE	0-0	0.0	0.0	6.1	24-5	0.0	4.69	100.0
	ESTIMATE TOTAL	• • • • • • • • • • • • • • • • • • •	0	0	4357	11522	0	32700	48579		0.0	0.0	0.0	0.6	23.7	0-0	67.3	100.0
	ALLOCATION 1982 -83	0	123	0	0	8 7	0	295	997		0	26.4	0.0	0.0	10.3	0.0	63.3	100.0
	MODE	ROAD	ROAD TRANSPORT	RAILWAY	PORT	SHIPPING	AIRPORT	AVIATION	TOTAL		ROAD	ROAD TRANSPORT	RAILWAY	PORT	SHIPPING	AIRPORT	AVIATION	TOTAL

1 PRICES	BEYCND 1987 -88	0000	0000	8	2804 2734 70 102.6	8136 11907 -3771 68.3		22480 29557 -7077 76-1	33420 44198 -10778 75.6
AL.198	TOTAL 1983 -88	0000	0000		12855 12853 12172 12172 12172	42386 17766 17766 17766	0000,	10220 10291 -71 99.3	15159 16725 -1566 90.6
FINANCI	-88 1987 -88	0000	0000	0000	256 293 263 189.8	430 1179 -749 36.5	0000	3600 2354 1246 152-9	4586 3826 760 119.9
ADP RPS,	G 1983 1986 -87	0000	0000	0000	400 274 126 146.0	1646 1099 547 149.8	0000	2196 -1336 -39:2	2906 3569 -663 81.4
NON /	1985 1985 -86	0000	0000	0000	334 255 131.0	680 1025 -345 66.3	0000	1680 2048 -368 82.0	2694 3328 -634 80.9
IST	LOCATIO 1984 -85	0000	0000	0000	168 238 -70 70.6	4430 4430 44.9	0000	2700 1911 789 141.3	3298 3106 192 106.2
用 C 大 し	1983 1984 -84	0000	0000	0000	41222 4222 5222 8	200 892 1692 22.4	0000	1380 1782 -402 77-4	1675 -1224 57.8
ENT CH	ED COST FEC	0000	0000	0000	2896	11522	0000	32700	47118 0 0-0
INVESTM	ESTIMATE	0000	0000	0000	4357 4016 341 108.5	11522 17059 -5537 67.5	0000	32700 39848 -7148 82.1	48579 60923 -12344 79.7
4-2-1 (5) I		ESTIMATED COST GUIDELINE DIFFERENCE RATIO (%)	STIMAT UIDELI IFFERE ATIO C	ESTIMATED COST GUIDELINE DIFFERENCE RATIO (%)	ESTIMATED COST GUIDELINE DIFFERENCE RATIO (%)	ESTIMATED COST GUIDELINE DIFFERENCE RATIO (%)	ESTIMATED COST GUIDELINE DIFFERENCE RATIO (%)	ESTIMATED COST GUIDELINE DIFFERENCE RATIO (%)	ESTIMATED COST GUIDELINE DIFFERENCE RATIO (%)
TABLE	MODE	ROAD	ROAD TRANSPORT	RAILWAY	PORT	SHIPPING	AIRPORT	AVIATION	TOTAL

TABLE 4-2-2 (1) ROAD INVESTMENT SCHEDULE BY PROVINCE

The state of the s				KMITTION	ION RPS,		FINANCIAL, 1981	81 PRICE)	Ê	
PROVINGE	ALLOCATION 1982 -83	ESTIMAT TOTAL	ED COST FEC	1983 1983 -84	ALLOCATI 1984 -85	ON DUR 1985 -86	ING 1983 1986 -87	-88 1987 -88	T0TAL 1983 -88	BEYOND 1987 -88
FEDERAL	896	37691	8568	975	1578	2047	2419	2290	9309	28382
PUNJAB	280	21509	563	387	525	572	561	615	2660	18849
SIND	276	11383	752	312	381	607	277	453	2002	9381
g. n. 3. s	159	6633	370	228	255	300	325	316	1424	5209
BALUCHISTAN	69	4723	1025	73	135	191	267	194	860	3863
TOTAL	1752	81939	13654	1975	- 2874	3519	4019	3868	16255	65684
			SHARE	·	1					
FEDERAL	55.3	46.0	62.8	7.67	54.9	58.2	60.2	59.2	57.3	43.2
PUNJAB	16.0	26,3	21.5	19.6	18.3	16.3	14.0	15.9	16.4	28.7
SIND	15.8	13.9	N.	15.8	13.3	11.6	11.1	11.7	12.3	14.3
а. ц З	6	· Ε	2.7	11.5	8.9	8.	8.1	88	8.8	7-9
BALUCHISTAN	3.9	5.8	7.5	3.7	4.7	5.4	9-9	5.0	5.3	5.9
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE 4-2-2 (2) INVESTMENT SCHEDULE BY MODE

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		TABLE 4-2-2 (2)			l i)		CMILLION	RPS, F	FINANCIAL, 198	11,1981	PRICE)	
	ROA NA	D ME OF PROJECTS	ESTIMATED C	COST	1983 1983 -84	LOCATION 1984 -85	DURIN 1985 -86	G 1983- 1986 -87	88 1987 -88	TOTAL 1983 -88	BEYOND 1987 -88	UP TO 1982 -83
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	ص ش	N-GOING PROJECT	13	0	ಭ	0	o	0	0	<u> </u>	>	>
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	t	NING OF TANDO GHULAM ALI ROAD (-00-)									.	

TABLE 4-2-2 (2) INVESTMENT SCHEDULE BY MODE

	ROAD			CMILLION	RPS	FINANCIAL 19	AL. 1981	PRICE	
	NAME OF PROJECTS	ESTIMATED COST TOTAL FEC	1983 19 1984	ATION DUR 84 1985 85 -86	ING 1983- 1986 -87	-88 1987 -88	TOTAL 1983 -88	BEYOND 1987 -88	UP TO 1982 -83
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NAME OF PROJECTS	ESTIMATED TOTAL	COST FEC	1983 1983 -84	LOCATION 1984 -85	DURIN 1985 -86	G 1983-6 1986 -87	88 1987 188	TOTAL 1983 -88	8 E Y O N 1 9 8 7 1 9 8 7 1 8 8
	66	30	12	19	8	0	0	38	
WALA - KH	7	27	25	7.5	<u>۲</u>	٥	0	8 75	
KOHAT - PESHAWAR 3021	729	202	20	117	24	0		234	
PINDI BHATTIAN - GUJKANWALA 111091	100	M M	30	O IS	50	0	0	100	
KOTRI THYDERABAD 52002	20	18	21	33	14	. 0	0	20	
JATTA - KOHAT 3020	191	7	88	27	94	. 0	0	76	
PINDI BHATTIAN - SARGODHA 001058	573	181	0	202	117	2.5	. 0	235	
LODHRAN - MULTAN 51006	150	45		4.5	25	30	0	150	
DADU - LARKAN 2015	671	202	0	61	107	107	30	305	
KHANEWAL - CH 51009	6.18	190	٥	7.4	124	O in	0	248	
JHANG - CHINI 111089	682	215	0	136	239	239	8	682	
MORO - KHAIRP 52006	327	101	0	\$9	114	114	K K	327	
MULTAN - KABIR 51007	204	9.0	0	61	102	ਦਾ 4	O	204	
KHAIRPUR - R 52007	342	103	0	ю	51	20	``` O	101	·:
SHIKARPUR - JACOBABAD	<u> </u>								-

TABLE 4-2-2 (2) INVESTMENT SCHEDULE BY MODE

977 320 0 195 342 342 98 -89 977 -89 977 -89 -87 -88 -89 -87 -88	NAME OF PROJECTS	ESTIMATED TOTAL	COST	٦H	LOCATI	ON DURIN 1985	G 1983	1987	101AL	BEYOND 1987
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	TABLE 4-2-2 (2) II	INVESTMENT		SCHEDULE	BY MOD	ш	ADP	1			
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79	T.M.RANAH - MUZAFFARGARH								. 1	•	
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65	SARAI KRISHMA - P/N BOUND										
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6	BEWATA - D.G.KHAN					-	1			η η	
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ò	N/B BOUND - GILA SAIFULLAH	•								. (
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TABLE 4-2-2 (2
ABIF 4-2-2 (2

(MILLION RPS, FINANCIAL/1981 PRICE)

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MARRAN - CHAKDARA 3024 CHAKDARA - SAIDU SHARIF 3024 CHAKDARA - SAIDU SHARIF 3037 Yebell - KOHAT 304 JAJAZAI - N/P BOUND 307 Yobell - KOHAT 307 Yobell - KOHAT 307 Yebell - KOHAT 308 Yebell - Yebell - Yebell Yebell - Hoshab Acold	χ γ	- SUJWAL	• ,							٠.	
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3014 JAJAZAI - N/P BOUND 3012 HOSHAB - PIDAPAK 4016 BELA - HOSHAB 4015 QUETTA - LORALAI 4011 PLDARAK - PASANI 4021 HALA - SAKLAND 5004	8	. 1))								
JAJAZAI - N/P BOUND 3012 3012 HOSHAB - PIDAPAK 4016 4016 BELA - HOSHAB 4015 4011 PIDARAK - PASANI 4021 HALA - SAKLAND 3012 7012 222 21135 1400 0070 5494 5426 268 1431 1631 1631 238 7700 00000000000000000000000000000000	. (3014	25	60	0	0	ဃ	13	7	N N	0
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4011 PIDARAK - PASANI 4021 HALA - SAKLAND 5238 77 0 0 0 0 0 23	0	A - LORALA							٠.		
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4021 HALA - SAKLAND 52004	<u>`</u>	PIDARAK - PAS									
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TABLE 4-2-2 (2) INVESTMENT SCHEDULE BY MODE

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	NAME OF PROJECTS	ESTIMATED TOTAL	COST FEC	1983 1983 -84	LOCATION 1984 -85	DURIN 1985 -86	G 1983- 1986 -87	-88 1987 -88	TOTAL 1983 -88	BEYOND 1987 -88
6	SAKLAND - MORO	533	170	0	0	.0.	0	0.	0	533
100	S2005 ROHRI - UBAURO	701	222	0	0	0	0	c ·	0	707
101		86	30	, 0	o .	0	٥.	0	0	6
102		872	592	0	0	0	0	.0	0	87.2
103	BAHAWALPUR - LODHRAN	758	109	0	0	0	O .	0	0	428
104	SAHIWAL - OKARA 51011	544	28	0	0	0	0	0	O.	544
105	OKARA - LAHORE 51012	066	662	0	O	o .	0	0	0	066
106	LAHORE - GUJRANWALA	1162	339	0	0	0	0	0	O .	1162
107	GUJRANWALA - WAZIRABAD	282	88	•	0	0	0	0	0	282
108	S1014 WAZIRAGAD - GUJRAT	363	26	O	0	٥	0	0	0	363
109	GUJRAT - JHELUM	922	549	0	0	0	0 '	0	0	922
110	STOIG JHELUM - SOHAWA	χ Σ τς	153	0	0	0	0	0	0	10 10
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7.5	MANDRA - RAWALPINDI 51019	1	2	• • .	•	,	>)	·)

TABLE 4-2-2 (2) INVESTMENT SCHEDULE BY MODE

NAME OF PROJECTS 113 RAWALPINDI - TARNAUL 51020 114 TARNAUL - HASANABDAL	ESTIMATED TOTAL	COST					•	۱	200
RAWALPINDI - TA 51020 TARNAUL - HASAN		w	1983 -84	LOCATION 1984 -85	N DURIN 1985 -86	G 1983 1986 -87	-88 1987 -88	1983 - 88 - 88	1987 1987 188
S1020 TARNAUL - HASAN	62	27	0	0	0	. 0	0	0	62
TARNAUL - HASA	324	96	0	0	0	O _i	0	0	324
	675	188	Ο.	Ο,	0	O	0	0	.529
HASANABDAL - ALLUCN 51022	360	96	0	0	0	Ö	0	0	360
•	592	88	O :	0 -	0	0	0	0	569
	163	6: 6:	0	0	,, o	O	0	0	163
E A G	508	63	0	o -	0	0	0	0 :	208
XARACHI = S77 BUUMU 252010 120	227	63	0	0		0	0	0	227
ž	524	. 67	0	0	0	0	٥	.0	524
WINGAI 254002	164	η. Ε4 ·		0	0	0	O -	0	164
8ELA 254003	88	27	0	0	0	0	0	0	8
	262	2.2	0	•	0	0	0	0	262
# 1 E D B	84 FE	0 6	0	0	0	0	0	0	314
QUELIA - AFGRAN BUGAV 254006	136	37	0	Ö	٥		0	0	136

TABLE 4-2-2 (2) INVESTMENT SCHEDULE BY MODE

,					-											
PRICES	BEYOND 1987 -88	22	30	76	169	77	1352	105	9 .	85	241	30	128	104	7.4	
17.1981	TOTAL 1983 -88	O	0	0	0	0	0	0	0	0	0	0	0	O	0	
FINANCIAL, 19	88 1987 -88	0	0	0	0	Ó	0	0	0	0	0	0	o ·	0	0	
RPS, F	1983- 1986 -87	0	0	0	0	0	O	0	0	0	0	0	0	0	0	
CMILLION	DURING 1985 -86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CM	0CATION 1984 -85	0	•	0	0	o	0	0	0	0	0	0	Ö	ο,	0	
j	ALL 1983 -84	0	0	o .	0	0	0	0	0	٥	0	0	o 	0	Ö	
:	COST	18	œ	29	97	24	402	E.	ľ	8	52	Φ.	33	83	50	
	ESTIMATED TOTAL	7.7	30	76	169	4.2	1352	105	16	65	241	30	128	104	7.4	
ROAD	NAME OF PROJECTS	P/N BOUND - HARIPUR	ABBOTTABBAD - MANSEHRA	555007 MANSEHRA - BESHAM	SSSUCO BESHAM - SAZIN	SILA SAIFULLAH - QUETTA	SIBI - QUETTA	654010 RAWALPINDI - MURREE	001024 MURREE - P/N BOUND	CO1025 N/P BOUND - KALABAGH	001026 Kalabagh - Minawali	001027 N/P BOUND - KALABAGH	001028 N/P BOUND - BASAL	001029 BASAL – FATEH JANG		FATEH JANG - TARNAUL 001031
		127	128	129	130	131	132	133	134	135	136	137	138	139	140	

TABLE 4-2-2 (2) INVESTMENT SCHEDULE BY MODE

				Š	CMILLION	S C C	FINANCIAL/I	L,1981	PRICES
NAME OF PROJECTS	ESTIMATED TOTAL	COST	1983 1983 -84	LOCATION 1984 -85	N DURING 1985 -86	G 1983- 1986 -87	88 1987 -88	107AL 1983 -88	8EYOND 1987 -88
144	907	110	0	0	0	,0	0	0	406
S/P BOUND - 0.G.KF 001032	157	۲,4	0	0	0	0	0	0	157
0.G.KHAN - SHADAN L 001033	180	55	0	0	0	0	6	•	180
SHADAN LUND - 001034	549	62	0	٥	0	0	0	0	549
IKHUYUKA	202	9	. 0	0	0	. •	0	0	202
SHEIKHUPURA - F 001036	815	. FT	0	0	0	0	0	0	N O
A . MAZAKI	37	स स्	0	. 0	0	o ·	0	0	. 37
TANAS - 1	56	5.0	0	0	0	0	0	0	\$6
AAKH I KANGTOR	103	32	•	0	0	0	Ó	0	103
	. 54	16	0	0	0	0	O	0	3,5
ALAKI TOOUT	145	0 7	0	. 0	0	0	0	,0	145
XHUSHAB - PAIL 001047	138	39	0	0	0	• .*	0	0	138
E.	133	34	0	0	o .	0	0	0	133
CHAKWAL - MANORA 001049	123	30	0	0	0	0	0		123
LAHURE - INDO							a		

TABLE 4-2-2 (2) INVESTMENT SCHEDULE BY MODE

	ROAD				K	CMILLION	RPS, F	FINANCIAL	11,1981	PRICES
	NAME OF PROJECTS	ESTIMATED TOTAL	COST	1983 ALL(1983	OCATION 1984 -85	DURING 1985 -86	1983- 1986 -87	88 1987 -88	TOTAL 1983 -88	BEYOND 1987 -88
155	D.G.KHAN - KARAMAD QURESHI	161	50	0	0	0	0	0	0	161
156	V 12 C C C C C C C C C C C C C C C C C C	N N	160	··· o	0	0	0	0	0	555
157	ו אל פ	453	109	0	. 0	. 0	0	0	0	227
158	n. - 1	687	146		0	o	0	0	0	687
159	H KHUSHAB	12	М	0	O	0	0	0	0	17.
160	NA F	186	77	0	• О	0		0	0	166
161		4 . C1	33	0	0	0	Ö	0	`o`	122
162		154	43	0	0	0	• о	0	0	17. 4.
163	J 64 60 € 11 L	80	23	0	0	0	0	0	0	80 80
164	SUMUNDKI - FAISALABAD OO1069	225	165	0	0	. 0	0	0	ó	277
165	001071 001071	147	7 7	٥	0	0	0	0	0	147
166	KAHIMTAK KHAN T CHANI GO 001072	157	27	٥	0	0	0	0	0	157
167	BAHAWAL NAGAK - BUNGE N 001073	21	9		٥	0	0	0	0	21
, , , , , , , , , , , , , , , , , , ,	DIPALPUR - OKARA 001074	48	(η			٥	0	0	0	87
)) i	VAHARI - HASSALPUR 001075									

TABLE 4-2-2 (2) INVESTMENT SCHEDULE BY MODE

				J	CMILLION	RPS,	FINANCIAL/19	16/1981	PRICES
ROAD NAME OF PROJECTS	ESTIMATED TOTAL	COST	1983 1984 -84	0CATIO 1984 -85	N DURING 1985 -86	G 1983- 1986 -87	88 1987 -88	TOTAL 1983 -88	BEYOND 1987 -88
	58	16	. 0	0	0	0	.0	. 0	ις (Ο
XAHNEWAL - JAHANIAN 001076	108	30	0	.0	0	٥	0	. 0	106
1 1 ₹	20	19	0	0	·, o	•	O	0	20
MULTAN - JAH 111078	66	8	.0	0	. 0	0	0	0	0.
111079 - V	88	18	.0	0	. 0	0	0	0	. 8
VEHARI - BUREWALA 111080	202	т, 0	0	0	0	٥	0	0	70
1/4 BUREWALA - ARIFWALA 111081	57	. #	. 0	0	0	•	0	0	5.57
ARIFWALA - BUNGA 111082	23	^		0	0	0	0	0	. K
BUNGA HAYAT - DI 111083	122	8	0		0	O	· O	0	122
DIPALPUR -	7.2	4	0	0	. 0	٥	0		72
SUMUNDRI - R	61	£,	0	.0	0	0	0		. 79
BUREWALA - CHI	7 2 2	50		, O	0	0			2
CHICHAWATNI 111087	88	18	0	٥	0	0	, O .	-	80
111088 - JHANG	183	24		0		0		. 0	183
SARAI KRISHMA MIANWALI 111094									

TABLE 4-2-2 (2) INVESTMENT SCHEDULE BY MODE ---ADP---

	ROAD				٥	CMILLION	RPS, F	INANCIAL	AL, 1981	PRICES
	NAME OF PROJECTS	ESTIMATED TOTAL	COST	ALLO 1983 10 -84	1984 -85	1985 -86	1983 1986 -87	-88 1987 -88	TOTAL 1983 -88	8EYOND 1987 -88
183	MIANWALI - TALAGANG	212	.58	0	0	0	0	0	0	212
184	PAIL - TALAGANG	6	27	0	0	0	0	0	0	26
185	111096 TALAGANG - BASAL	190	24	0	0	0	0	0	O	190
186	11107 BASAL - ATTOCK 111008	506	56	٥	0	.0	0	0	0	508
187	TALAGANG - FATEH JANG	06	8 2	0	0	0	0	0	0	06
188	SOHAWA - CHAKWAL	22	23	0	0	O	0	0	0	75
189	CHAKWAL - TALAGANG	129	M M	•	0	0	0	0	0	129
190	JHANG - SUMUNDRI	37	17	0	0	0	o .	0	0	37
191	IIIIUS SUMUNDRI - OKARA	105	88	0	0	0	0	0	0	100
192	111103 SHADAN LUND - KOT ADDU	34	بر	0	0	0	0	0	0	w 4
193	KOT ADDU - CHOWK MUNDA	M M	10		0	0	0	0	0	33
194	111105 CHOWK MUNDA - PANGPUR	. 21	4	0	0	0	o	0	0	53
195	111106 KARAMAD QURESHI - KOT ADDU	ស	17	0	o ,	0	0	0	0	rv rv
196	IIIIO/ SHIKARPUR - KUND KOT 2017	77	£4	0	0	0	0	0	0	777

TABLE 4-2-2 (2) INVESTMENT SCHEDULE BY MODE

						CMILLION	RPS	FINANCIA	AL-1981	PRICE)
	NAME OF PROJECTS	ESTIMATED TOTAL	COST	1983 -84	10CATI 1984 -85	0N DURIN 1985 -86	G 1983- 1986 -87	88 1987 -88	TOTAL 1983 -88	BEYOND 1987 -88
		65	1.7	0	0	0	0	,o		65
197	KUND KOT - KASHMOR 2018	М	4	٥	0	0		0	0	М
8 (A	KASHMOR - S/P BOUND 2019	. 48	28	0	0	0	0	O	- 0	78
Y C	HYDERABAD - TANDO ALLAYAR 2020	129	ю Ю	0	٥		0	٥	0	129
2 6	MIRPUR KHAS - UMAR KOI 2022	251	7.1	0		O	0 '	0	•	25.1
	KARACHI — THATTA 2023	205	52	0	0	o .	0	0	0	205
20 00	THATTA - HYDERABAD 2024	232	73	0	0	0	0	0	0	2,32
	DADU - MORO 2025	88	ω	0	,	0		0		80 20
) () () ()	NAWABSHAH - GUPCHANI 2027	132	8	0	0	0	0	0	Ö	132
	SANGHAR - MIRPUR KHAS 2029	63	20		0	0	0	0	0	\$3
1 6	DIGRI - BADIN 2031	65	18	0	0		0		. 0	o, iń
	HYDERABA 2034	95	27	0	0	0	0	0	0	95
	MATRI - BADI 2036	19		0	0	0	0		0	19
	GUPCHANI - SHAHDADPUR 2037	89	20		• • • • • • • • • • • • • • • • • • •	0	0	0	0	89
) V	SHAHDADPUR - TANDO ALLAYAR 2038						. :			

TABLE 4-2-2 (2) INVESTMENT SCHEDULE BY MODE

	ROAD				(N	CMILLION	KPS. F	FINANCIAL/1981	1067771	רשורם
	NAME OF PROJECTS	ESTIMATED TOTAL	COST	ALI 1983 -84	1984 -85	DURIN 1985 -86	G 1983-8 1986 -87	38 1987 -88	101AL 1983 -88	BEYOND 1987 -88
211	TANDO ALLAYAR - TOALI	. 65	8 4	0	0	0	0	0	0	\$
212	2039 TOALI - MATLI	88	2	0	0	0	0	0	0	38
213	2040 Tando m.Khan - Sujwal	100	21	0	٥.	0	0	0	0	100
214	2041 KASHMOR - UBAURO	0 4	52	0	٥	o .	0	0 '	0	0 7
215	2042 LARKANA - JACOBABAD	54	16	0	0	0	٥	0	0	54
216	112045 JACOBABAD - KUND KOT	\$ 92	20	Ö	0	0	0	0	0	92
217	112046 CHAKDARA - DIR	142	2 4	0	0	0	0	0	0	142
218	3025 P/N BOUND - ABBOTTABAD	7.7	22	0	0	0	o ·	0	0	7.4
219	2 2	s S	₽ '	0	0	0	0	0	0	E E
220		67	7,	0	0	0	0	0	0	64
100	KOHAT - N/P BOUND 3015	45	14	0	0	′0	0	0	0	4 5
20.0	P/N BOUND - D.I.KHAN 3016	0 12	Ŋ	o	0	0	0	0		50
1. 0 1. 0 1. k	P/N BOUND - D.I.KHAN 3022	127	0 4	. 0	0	0	0	0	0	127
22 6	NOWSHERA - MARDAN 3023	4	Ø	0	0	0	, ,0	0	O	40
	PESHAWAR - CHARSADDA 3026									

TABLE 4-2-2 (2) INVESTMENT SCHEDULE BY MODE

•					J	CMILLION	RPS, F	INANCIAL	L/1981	PRICES	
	NAME OF PROJECTS	ESTIMATED TOTAL	COST FEC	1983 ALL	ALLOCATIO	N DURIN 1985 -86	G 1983- 1986 -87	88 1987 -88	1983 1983 -88	BEYOND 1987 -88	
		, F	^		0	0	0	0	0	30	
25. 25.	CHARSADDA - MARDAN 3027	o	1,4	0	0	o	0	0	0	60	
, r	MARDAN - SWANI 3028	ω	56	0	0	0	0	0	0	8	
228	SWABI - HARIPUR 3029	32	. 0.	0	0	0	0	0	0	32	
220	SAIDU SHARIF - BESHAM 3031	28	ω	0	0		O	o	0	28	
230	A SWAB	398	116	0	0	٥.	0	0	O	398	
, k	PIDAPAK - GAWADAR 4017	917	267		Ó	٥	0	0	٥	917	
232	- HOSHAB	616	179	٥	0	. 0	0	0	0	616	
100	- PASAN	579	80 14	٥	,o	O	.0	0	0	279	
. M	PASANI 4020	277	130		٥	٥	0	0	0	277	
23.	SIBI - BEWATA 4023 OUTSIDE THE STUDY UNDER FEDERAL BUDGET	8271	0	. 241	80 V3	277	297	320	1393	6878	
236	OUTSIDE THUNDER PUN	11192	O	326	. M	376	405	M	89	30	
237	OUTSIDE THE STUDY UNDER SIND GOVERNMENT BUDGET	8789	0	257	275	295	← .	m (o . 0	0 0	
23.88	S OUTSIDE THE STUDY UNDER N.W.F.P GOVERNMENT BUDGET	5290	0	155	166	177	190	204	260	n .	 -

TABLE 4-2-2 (2) INVESTMENT SCHEDULE BY MODE

ROAD				~	MILLION	(MILLION RPS, FINANCIAL/1981 PRICE)	INANCI	AL.1981	PRICES
NAME OF PROJECTS	ESTIMATED COST - TOTAL FEC 1	COST	1983 AL -84	LOCATIO 1984 -85	N DURIN 1985 -86	ALLOCATION DURING 1983-88 1983 1984 1985 1986 1987 84 -85 -86 -87 -88	1987 1987 -88	TOTAL 1983 -88	BEYOND 1987 -88
239 OUTSIDE THE STUDY UNDER BALUCHISTAN GOVERNMENT BUDGET	1205	0	35	κ κ	07	77	97	46 203 1002	1002
TOTAL	81939 13654 1975 2874 3519 4019	554	1975	2874	3519	4019	3868	3868 16255 65684	78959

TABLE 4-2-2 (3) INVESTMENT SCHEDULE BY MODE

	RANKING	٧	U	ď	œ	U	Œ	U	U	The state of the s	
PRICES	BEYOND 1987 -88	3011	0	1227	o	V2 CO	897	~ ~	797	2793	8123
FINANCIAL/1981	107AL 1983 -88	925	46	510	136	0	1.95	3.8 8.	12.5	893	2868
INANCI	.88 1987 -88	186	0	102	0	0	39	8	25.	204	294
RPS,	G 1983- 1986 -87	177	23	102	0	0	39	0	S FU	191	557
CMILLION	N DURING 1985 -86	173	o .	102	O	0	8	O)	25	178	517
(LLOCATION 1984 -85	157	23	102	89	0	39	0	25	165	579
	1983 84	232	٥	102	88	0	3.6	0	52	155	621
	D COST FEC	1360	16	1436	4 5 6	73	564	86	. 498	0	4161
	ESTIMATE TOTAL	3936	46	1737	136	88	663	115	586	3686	10991
ROAD TRANSPORT	NAME OF PROJECTS	1 PURCHASE PLAN OF BUS IN SEMI-PUBLIC SECTOR PROJECT	2 PURCHASE PLAN OF BUS BY NLC PROJECT	3 PURCHASE PLAN FOR REPLACEMENT OF TRUCK BY NLC	4 PURCHASE PLAN OF TRUCK BY NLC PROJECT	5 PURCHASE PLAN OF BOWZER BY NLC PROJECT	6 PURCHASE PLAN FOR REPLACEMENT OF BOWZER	7 PURCHASE PLAN OF TRAILER BY NLC PROJECT	8 PURCHASE PLAN OF TRUCK FOR CONTAINER BY NLC PROJECT	9 OUTSIDE THE STUDY CINTRA CITY)	TOTAL

TABLE 4-2-2 (4) INVESTMENT SCHEDULE BY MODE ---ADP---

	RAILWAY				J	CMILLION	RPS, F	FINANCIAL/198	11711	PRICES		
	NAME OF PROJECTS	ESTIMATED TOTAL	COST FEC	1983 -84	LOCATIO: 1984 -85	N DURIN 1985 -86	G 1983-8 1986 -87	88 1987 -88	TOTAL 1983 -88	BEYOND 1987 -88	RANKING	UP TO 1982 -83
 	ON-GOING PROJECTS LOCO FACTORY	800	262	300	500	0	0	0	800	.0	ব	14
N	ON-GOING PROJECTS OTHERS	200	296	200	0	0	O	0	200	0	⋖	1
M.	SIGNALLING KHI-SMA	730	392	0.	0	O	0	0		730	ω	
4:	SIGNALLING SMA-KWL	187	104	0	112	75	0	0	187	•	∢.	
ľ	SIGNALLING LODHRAN-MUL-KWL	194	107	0	o	116	78	0	194	0	⋖	
40 ·	SIGNALLING SERSHAR-MAHMUD KOT	66	ν. •	0	0	0	0	O	0	6. 6.	U	
~ ,	SIGNALLING KWL-LHR	4.55	252	06	228	137	0	0	455	0	⋖	
6 0	SIGNALLING LHR-LLM	211	118	0	0	0	0	0	0	Ω ∺	ma	
٥	SIGNALLING LLM-RWP	300	168	0	0	0	O	0	0	300	m	
10	SIGNALLING RWP-PSW	762	164	0	0	0	0	0	0	294	U	
Ħ.	SIGNALLING ROH-SIBI	324	176	0	٥	0	o	0	0	324	U	
12	SIGNALLING SIBI-QTA	241	135	0	o	0	145	96	241	0	⋖	
r E	SIGNALLING KWL-FSD	271	159	0	0	0	0	0	0	271	U	
14	SIGNALLING FSD-WZD	61	31	0	0	0	0	0	0	61	U	

TABLE 4-2-2 (4) INVESTMENT SCHEDULE BY MODE

	TABLE 47474	1	7 7 9 1	• •		٤	CMILLION	RPS. FI	FINANCIAL, 198	ત્ન	PRICE	
IX.	RAILWAY NAME OF PROJECTS		ESTIMATED TOTAL	COST FEC	1983 84	LOCATION 1984 -85	DURING 1985 -86	1983-8 1986 -87	19 1 19 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	TOTAL 1983 -88	85YOND 1987 -88	RANKING
15	SIGNALLING	•	63	32	0	Ö	0	0	0	0	63	U
4	SIGNALLING MAH. KOT-KDN		104	rv Cr	ο,	O	0	0	0	0	104	Ų i
17	ELECTRIFICATION KHI-ROH		2074	1120	0	0	0	0	0	0 1	0 7	ء ب
28	ELECTRIFICATION ROH-SMA		1439	777	0	0	٥.	0	0		1459	o <
49	ELECTRIFICATION SMA-KWL		523	282	105	157	261	o ,	0	N I	5 (£ •
. 0	ELECTRIFICATION SMA-MUL, MUL-KWL		432	233		43	98	Ю. Ю.	o _.	432	D (4 (
57 54	ELECTRIFICATION LHR-LLM		629	340	. 0	0	0	0	0	0	N	xo (
22	ELECTRIFICATION LLM-RWP		382	506	٥.	0		O	0	0	385 822	υ ·
23	ELECTRIFICATION SIBI-KLR		454	229	0	0	75	ις 80	297	727		د ا
72	ELECTRIFICATION MAH, KOT-SHERSHAR		108	χ. 83	0	0	0	0	0	0	0 0	υ «
23	TRACK DOUBLING LODHRAN-KWL		975	149	109	218	21.0	0 :	0 (540 1000	9 9	τ «
92	TRACK DOUBLING MUL-KWL		228	62	0	94	91	t 6	o (ij	,	; α
27	TRACK DOUBLING KWL-RAIWIND		1470	397	0	0	0	0	0	0	0 (۵ ،
28		ICATION	529	286	0	.0	0	0	0	0	559	o .

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-		RANKING	æ	œ	Ų	U	Ų.	ပ	₹	⋖	∢	œ .	∢	ri)	m	et
	PRICE)	BEYOND 1987 -88	558	198	910	360	430	155	3516	25 25 24	267	73	198	243	89 99 10 10 10 10 10 10 10 10 10 10 10 10 10	777
i.	1981عاد	TOTAL 1983 -88	O.	0	0	0	0	0	879	126	123	0	O N	0	O :	111
	INANCIAL/19	.88 1987 -88	0	0	0	0	0	0	197	30	o N	0	44	0	0	56
ADP-	RPS, F	G 1983- 1986 -87	0	0	0	0	Ö	Ó	186	27	27	0	17	0	0	24
ш	CMILLION	N DURIN 1985 -86	0	0	0	0	0		175	25	54	0	7 7	0	0	22
BY MOD	V	LOCATIO 1984 -85	٥	0	٥	0	0	0	165	23	23	0	0	0	0	50
EDULE		1983 -84	0	0	0	0	Ö	0	156	о 1	20	c ·	0	0	٥	19
NT SCH	•	D COST FEC	151	53	546	195	11.0	84	1846	188	308	36	104	44 64 64	184	99
INVESTME		ESTIMATE TOTAL	558	198	910	360	430	155	4395	377	616	73	248	243	898	10 10 10 10 10 10 10 10 10 10 10 10 10 1
TABLE 4-2-2 (4) IN	RAILWAY	NAME OF PROJECTS	TRACK DOUBLING LHR-WZB	TRACK DOUBLING WZB-LLM	TRACK DOUBLING LLM-RWP	TRACK DOUBLING LLM-RWP(ELECTRIFICATION)	TRACK DOUBLING. LODHRAN-MUL	TRACK DOUBLING LODHRAN-MUL(ELECTRIFICATION)	TRACK RENEWAL	TRACK RENEWAL	TRACK: RENEWAL ROH-97A	TRACK RENEWAL SSH-MMK	TRACK RENEWAL	TRACK RENEWAL SKR-SQD	TRACK RENEWAL MMK-KDN	TRACK RENEWAL RAIL RENEWAL
			2.9	м 0	χ. 1	52	ю М	3.5	ξŲ C	38	3.7	w 80	99	40	4.1	27

TABLE 4-2-2 (4) INVESTMENT SCHEDULE BY MODE ---ADP---

	g g														
	RANKING	₫	ď	₹	m	U	4	<u>α</u>	υ	۹	∢	ω	m)	a	U
PRICE)	BEYOND 1987 -88	279	199	214	527	524	0	17	22	602	375	2347	491	1070	2878
11/1981	TOTAL 1983 -88	459	200	214	0	0	17	0	O	402	259.	0	6	O	0
FINANCIAL 1	88 1987 -88	228	0.9	107	0	0	۲. ۲	0	0	0	528	0	0	0	0
RPS, F	G 1983- 1986 -87	176	80	79	0	0	0	Ó	0	156	0	0	0	0	0
CMILLION	N DURIN 1985 -86	24	40	4 ا	0	0	0	0	0	179	0	0	0	Ö	0
5	1984 1984	ಐ	20	0	0	0	0	Ó	ъ .	67	0	ö	0	0	0
	1983 1983 -84	0	0	0	0	0	0	0	0	0	0	0	0	•	0
٠٠.	COST	296	. 69	73	06	68	0	o	0	713	450	1667	348	760	2044
	ESTIMATED	1101	868	428	527	524	17.	7	22	1004	634	2347	491	1070	2878
									<u></u>	<u> </u>			· · · · · · · · · · · · · · · · · · ·	·	
RAILWAY	NAME OF PROJECTS	STATION IMPROVEMENT LHR CONTAINER	STATION IMPROVEMENT LHR GOODS	STATION IMPROVEMENT TERMINAL 1(KARACHI)	STATION IMPROVEMENT	STATION IMPROVEMENT TERMINAL 8	STATION IMPROVEMENT LOOP 4	STATION IMPROVEMENT LOOP 4	STATION IMPROVEMENT	ROLLING STOCK ELECTRIFICATION SMA-KWL	ROLLING STOCK ELECTRIFICATION SIBI-KLR	ROLLING STOCK ELECTRIFICATION ROH-SMA	ROLLING STOCK ELECTRIFICATION LHR-LLM	ROLLING STOCK ELECTRIFICATION KWL-LHR	ROLLING STOCK ELECTRIFICATION KHI-ROH
		27	77	5.7	4	7.5	- 00	67	50	N.	5.2	ξ.	54	85	ار ا

TABLE 4-2-2 (4) INVESTMENT SCHEDULE BY MODE ---ADP---

NAME OF PROJECTS STITATED COST CONTINUE OF PROJECTS CONTINUE STOCK CONTINUE STOCK		RAILWAY)	CMILLION	RPS.	FINANCIAL	AL,1981	PRICE>	
ROLLING STOCK SCHOOL LIM-RWP SCHOOL RWGONS REPLACE CONCERN STOCK SCHOOL RW		E OF PROJECT	STIMAT TOTAL	D COS	983 -84	1984 1984	DUR 1985 -86	G 1983 1986 -87	38 198 -8	198 198	BEYOND 1987 -88	RANKING
ROLLING STOCK SSH-MMK 22 147	5.2	ROLLING STOCK ELECTRIFICATION	N	7	0	0	0	0	0	0	N .	Ų
ROLLING STOCK S15 147 0 0 0 0 0 0 259 159 159 110		ROLLING STOCK ELECTRIFICATION		4	0	٥	0	0	0	0	22	U
ROLLING STOCK 3415 2332 281 281 420 562 562 5106 1309 PUESEL PURCHASE 5302 3024 164 164 136 109 109 682 4620 PUESEL RE-ENGINE 5302 3024 164 164 136 109 109 682 4620 ROLLING STOCK 2127 574 35 35 52 55 512 1915 ROLLING STOCK 2273 614 174 174 111 111 112 682 1591 ROLLING STOCK 3503 106 0 0 0 0 157 236 A ROLLING STOCK WAGONS REPLACE 310 84 0		ROLLING STOCK ELECTRIFICATION RE-ENGI	r.	147	0	0	0	0	0	0	ŧń	υ,
ROLLING STOCK 2302 3024 164 164 156 109 682 4620 ROLLING STOCK 2127 574 35 35 35 52 57 1915 ROLLING STOCK 2273 614 174 174 111 111 482 1591 ROLLING STOCK 393 106 0 0 157 157 236 1591 ROLLING STOCK WAGONS REPLACE 350 106 0 0 0 157 157 236 1036 R ROLLING STOCK WAGONS ADDITIONAL 310 84 0 0 0 0 0 310 0 310 0	00	ROLLING STOCK DIESEL PURCHAS	3415	ξ.	. 60	œ	024	562	562	2106	1309	4
ROLLING STOCK 2127 574 35 35 35 35 52 57 1915 ROLLING STOCK COACHES PURCHASE 2273 614 174 174 111 111 112 682 1591 ROLLING STOCK 393 106 0 0 0 157 157 236 WAGONS CONTAINER 1295 350 0 0 0 0 259 1576 236 WAGONS CONTAINER 1295 350 0 0 0 0 0 259 1036 1036 WAGONS HIGH SPEED TR 310 84 0	61	ROLLING STOCK DIESEL RE-ENGIN	90	(VI	164	164	M	0	109	682	4620	⋖
ROLLING STOCK 2273 614 174 111 111 112 682 1591 ROLLING STOCK WAGONS CONTAINER 393 106 0 0 0 0 157 236 ROLLING STOCK WAGONS HIGH SPEED TR 1295 350 0 0 0 259 259 1036 ROLLING STOCK WAGONS REPLACE (ROGIE) 310 84 0 0 0 0 0 310 6406 1730 0 0 0 0 0 0 0 310 0	. 55	ROLLING STOCK COACHES PURCHAS	7	574		35	s S			च−₹	4	∢
ROLLING STOCK WAGONS CONTAINER 393 106 0 0 0 157 157 236 ROLLING STOCK WAGONS HIGH SPEED TR ROLLING STOCK WAGONS ADDITIONAL 310 84 0 0 0 0 0 0 310 0 0 0 0 310 0 0 310 0 0 0 0 310 0 0 0 0 0 310 0 </td <th>63</th> <td>ROLLING</td> <td>27</td> <td>₩.</td> <td>7</td> <td>r∼</td> <td>-</td> <td>₹~!</td> <td>~1</td> <td>682</td> <td>Š</td> <td>A</td>	63	ROLLING	27	₩.	7	r ∼	-	₹~!	~1	682	Š	A
ROLLING STOCK TOWNSHIGH SPEED TR 310 84 0 0 0 0 0 310 ROLLING STOCK WAGONS ADDITIONAL 310 84 0 0 0 0 0 310 ROLLING STOCK WAGONS REPLACE(CBOGIE) 1930 521 0 0 125 332 184 641 5765 ROLLING STOCK WAGONS REPLACE(4 WHEELER) 1930 521 0 0 0 0 0 0 1930 8 ROLLING STOCK ELECTRIFICATION WORK SHOP 650 0	79		393	106	° .	0	0	o :	Ľ	157	M	⋖
ROLLING STOCK 310 84 0 0 0 0 0 310 WAGONS ADDITIONAL WAGONS ADDITIONAL 6406 1730 0 0 0 184 641 5765 ROLLING STOCK WAGONS REPLACE(& WHEELER) 1930 521 0 0 0 0 1930 ROLLING STOCK WAGONS REPLACE(& WHEELER) 1000 0 0 0 0 0 0 0 1930 ROLLING STOCK ELECTRIFICATION WORK SHOP 650 0	65	ROLLING STOCK WAGONS HIGH SPEED	29	ıń.	0	0	0	0	ľ	S	03	< <
ROLLING STOCK WAGONS REPLACE(BOGIE) 6406 1730 0 0 125 332 184 641 5765 ROLLING STOCK WAGONS REPLACE(4 WHEELER) 1930 521 0 0 0 0 0 0 1930 ROLLING STOCK ELECTRIFICATION WORK SHOP 1000 0 0 0 0 0 0 0 0 0 1000 0 0 1000 0	99	ROLLING STOCK WAGONS ADDITION	310	4	: O	0	O	0	0	0	4-4	υ
ROLLING STOCK WAGONS REPLACE(4 WHEELER) 1930 521. 0 0 0 0 0 1930 ROLLING STOCK ELECTRIFICATION WORK SHOP 1000 0 0 0 0 0 0 0 0 1000 ROLLING STOCK ELECTRIFICATION SHEDS 650 0 0 0 0 350 350	67	ROLLING STOCK WAGONS REPLACE(BOGIE)	6406	1730	0	0 .	~	M	184	641	76	A
ROLLING STOCK 1000 0 0 0 0 0 1000 ELECTRIFICATION WORK SHOP 650 0 </td <th>.9</th> <td>E(4 WHEELE</td> <td>1930</td> <td>rv.</td> <td>0</td> <td>•</td> <td>0</td> <td>O</td> <td>0</td> <td>0</td> <td>0</td> <td>60</td>	.9	E(4 WHEELE	1930	rv.	0	•	0	O	0	0	0	60
O ROLLING STOCK 650 0 0 0 50 150 100 300 350 ELECTRIFICATION SHEDS	69	ROLLING STOCK ELECTRIFICATION WORK SHO	1000	0	o	0	0	O	0	0	1000	U
	20	SHED	650	0	0	0	50,	t/s	100	300	350	< <

TABLE 4-2-2 (4) INVESTMENT SCHEDULE BY MODE

RAILWAY			J	MILLION	(MILLION RPS, FINANCIAL, 1981 PRICE)	INANCI	41,1981	PRICES	
NAME OF PROJECTS	ESTIMATED COST TOTAL FEC	1983 1983	1984 1984 -85	1985 1985 -86	1983- 1986 -87	88 1987 -88	TOTAL 1983 -88	1983 1984 1985 1986 1987 1983 1987 1987 1987 1987 1987 1987 1987 1987	RANKING
71 MINOR PROJECTS	5927	0 118 178	178	248	278	290	278 290 1112	4815	
TOTAL	66694 27181 2292 2461 2721 3053 3194 13721 52973	2622	2461	2721	3053	3194	13721	52973	
									-

Note: The throw-foreward indicated by Pakistan Railway stands at Rs. 5.4 billion. In the table the cost of on-going projects is shown to be Rs. 1.5 billion and the difference is mostly incorporated in new schemes.

TABLE 4-2-2 (5) INVESTMENT SCHEDULE BY MODE

	UP TO 1982 -83	4324												
	RANKING	₫	Ω	m	Ą	*T	⋖		₫	⋖	∢		Albania and a same of a	
PRICE)	1987 1987 -88	٥	0	1360	0	105	0	1405	O.	179	0	179	1584	
AL-1981	TOTAL 1983 -88	1168	158	0	067	1. 10.	445	2412	326	61	200	587	5999	
FINANCIAL, 198	-88 1987 -88	0	52	0,	0	٥	100	152	0	t D	0 4	53	205	
RPS	1983 1986 -87	0	53	0	528	. 0	100	379	0	12	80	92	471	
CMILLION	N DURING 1985 -86	0	53	0	145	0	145	343	158	12	20	240	583	
	ALLOCATION 1984 -85	745	0	0	26	808	100	722	158	12	10	180	902	
	AL 1983 -84	723	0	0	22	71	0	816	10	12	0	22	838	
"	D COST FEC	467	\$ 6	910	201	116	445	2234	270	240	50	560	2794	
	ESTIMATE TOTAL	1168	158	1300	790	256	445	3817	326	240	500	992	4583	
PORT	NAME OF PROJECTS	1 ON-GDING PROJECT PORT GASIM, AUTHORITY.	2 PAA OIL BERTH	3 PQA BUOY BERTH	4 PQA FERTILIZER TERMINAL	S PGA WHEAT TERMINAL EQUIPMENT & STORAGE	6 PQA DREDGER & EQUIPMENT	SUB TOTAL	7 GWADAR MINI-PORT	8 MARINE ACADEMY	9 JINNAH BRIDGE PHASE II	SUB TOTAL	TOTAL	

TABLE 4-2-2 (6) INVESTMENT SCHEDULE BY MODE

	UP TO 1982 -83	28	20	}	14		5	(7,7		4				4		~			1		4								
	RANKING	⋖	¢	ζ	æ		⋖.		∢		⋖		⋖		Þ	,	d	c		ζ		∢		⋖		<<		40	.	
PRICES	BEYOND 1987 -88	0		5	0		0		0		0		0		0		c	>	•	5		0		0		c		(>	
11,1981	101AL 1983 -88	. 72		N .	7		9		27		, , ,		4		W		4	Λ.		r-I		22		7					- .	
INANCIA	88 1987 -88	0	•	0	c	•	0		0		Ö		0		0		•	>		0		0		0		;	.	()	
RPS	G 1983- 1986 -87	0		0	c		0		0		0		0		0)	•	0		0		0		0		٠.	>	•)	
CMILLION	N DURIN 1985 -86	0		0	c	>	0		0		٥		0		c	•	•	0		0		0		0		ć	>		oʻ	
5	1984 -85	0		0	ć		0		0		0		0			•		0		0		0		C	•	ď	o		0	
	1983 184	2		7		v	v o		27	· :	₹		₹ -1		۲	1		'n				22		,	J				<u></u>	
	COST	0	,	0	(5	. 0		13		0		0		(>		0		0		O		c	•		0		0	
	ESTIMATED TOTAL	,		2		NI	• • • •		27	<i>(</i>	ਜ		•		1	ሳ [·]		w.		н		22			1.		, , ,		н	
	F PROJECTS	S + 0 0 U H + 2 0 C C C C C C C C C C C C C C C C C C	INDECINE PROJECT INDECENT OF TERMINAL DISTRICTOR TO A TERMINAL	ON-GOING PROJECT INTERIM	IMPROVEMENT OF TERMINAL BUILDING AT KARACHI AIRPORT	ON-GOING PROJECT	TERMINAL BUILDING AT ORMARA	EST. OF BASIC AERODROME	PACILITIES AT BANNU	AND MODERNISATION OF AERONAU-	TICAL COMMUNICATION FACILITIES	OF EXISTING CAR PARK AND PAY-	MENT OF ARMY LAND AT ISLAMABAD	ON BOLNES APRON AND TAXE AT	INSTAMABAD. CUN-APP)	ON-GOING PROJECT	STRENGTHEN OF TAXABLE	ON-GOING PROJECT	EMERGENT REPAIR OF RUNWAY AT	LANDAR ALTROPECT	CONST. OF DRAIN UP TO CHARAR.	CLAMORE ALKTOR - ON GOING PROJECT	RENOVATION OF ELECTRIC SYSTEM	AT KARACHI APT.	CONCINC PROJECT CONCINCION OF THE PROPERTY OF	TAXTWAY NO.233 AT KARACHI APT.	3 ON-GOING PROJECT FILLING OF	JOINTS OF RUNWAY TAXI AND	4 ON GOING PROJECT CONSTRUCTION	ASF AT KARACHI APT.
			H	٠.		M		4		`		0		:	 -	∞		0			,	,			77		13		14	

TABLE 4-2-2 (6) INVESTMENT SCHEDULE BY MODE ---ADP---

1	AIRPORT				0	CMILLION	RPS, F	INANCIALY	AL>1981	PRICE		
	NAME OF PROJECTS	ESTIMATED TOTAL	COST	1983 1983 -84	LOCATIO 1984 -85	N DURIN 1985 -86	G 1983- 1986 -87	88 1987 -88	TOTAL 1983 -88	BEYOND 1987 -88	RANKING	UP TO 1982 -83
15		1	0	44	o	0	0	0	1	0	¥	5
16	(KARACHI AIRPORT) ON-GOING PROJECT STRENGT ING & WIDENING OF RUNWAY	37	O	37	0	0	0	0	37	0	⋖	4
17		ਦ	0	.	0	0	0	0	ч '	0	ব	٧-
. प्त	4 O O 4	्रं स्व	0	ਜ	0	0	0	0	-	0	A	. 1
<u>ч</u>	AI CHIIKAL AIRPORI KARACHI A/P RUNWAY & TAXIWAY	759	546	113	80	0	4.4	7.4	344	82	А	
2,0	KARACHI A/P TERMINAL AREA	1884	1152	159	264	242	304	289	1258	626	∢.	
21	ISLAMABAD A/P	627	569	39	72	198	141	104	554	373	4	
22	LAHORE A/P RUNWAY & TAXIWAY	612	. W.	270	188	0	0	∀ 1	459	153	ď	
23	LAHORE A/P Terminal area	586	363	0	0	198	116	142	729	130	⋖	
54	PESHAWAR A/P	7.5	31	0	N M	Ö	23	0	97	53	∢	e e
25	D.I.KHAN A/P	다 ()	4	0	0	o	0	^	^	Ŋ	U	
26	SAIDO SHARIF A/P	17	м	0	0	0	0	9	9	(1	· U	
27	CHITRAL A/P	50	4	0 .	o	0	0	٥	٥	(-1	· ·	
28	FAISALABAD A/P	38		ю	0	0	, 0	3	۷	22	cò.	

TABLE 4-2-2 (6) INVESTMENT SCHEDULE BY MODE

					5	(MILLION	RPS, F	INANCI	FINANCIAL/1981	PRICE)	
	NAME OF PROJECTS	ESTIMATE	D COST FEC	1983 AL -84	LOCATION 1984 -85	N DURIN 1985 186	G 1983- 1986 -87	88 1987 -88	TOTAL 1983 -88	BEYOND 1987 -88	RANKING
29	MULTAN A/P	24	13	0	0	0	0	13	£ 1	41	U
30	HYDERABAD A/P	۷	0	٥	o		O	0	. 0	~	ပ
31	NAWABSHAH A/P	186	107	0	37	37	138	. 6	110	92	æ
32	MOHENJODARO A/P	54	м		0	0	0	17	17	~	U
33	SUKKUR A/P	5	4	0	0	0	0	∞	b0	2.	U
м 4	QUETTA A/P	3,4	0	0	0	0	0	₹ 4 .	स	36	U
33	PANJGUR A/P	23		16	0	0	0	0	16	۲.	ω
36	TURBAT A/P	23	4	٥	0	0	0	ທ -	7.	co	D)
37	PASNI A/P	50	4	0	0	ο.	0	7	~	14	U
38	GWADAR A/P	57	v 0	0	٥	0	8	23	45	12	<.
39	JIWANI A/P	, w	4		0	0	0	24	54	٥	U .
0 7	SUI A/P	18	4	0	0	0	0	κo	∞ -	10	U
4	BANNU A/P	L		0	0	0	o .	0	0	12	U
42	DRMARA A/P	14	0	0	0	0	0	0	0	14	v

TABLE 4-2-2 (6) INVESTMENT SCHEDULE BY MODE

RANKI	ω	≪(/ ≪	⋖	ď	٠ ﴿	۹(മ	œ	
BEYOND 1987 -88	920	276	764	14 0 V	00 00	159	0	© O 14	67	3943
107AL 1983 -88	524	340	0	60 W	44 6	N N	211	Q	0 .	7965
-88 1987 -88	160	22.	0	O	0	.0	. 27	0	0	1036
G 1983 1986 -87	161	75	0	9	0	0	75	0	0	1037
DURI 1985 -86	70	7.5	0	9	70	20	42	O	0	1012
LOCATI 1984 -85	70	75	0	09	20	TST.	7	0	0	666
1983 1983 -84	63	0,4	0	M	9	0	43	0	0	878
D COST FEC	784	554	775	239	187	165	168	88	54	5556
ESTIMATE TOTAL	1444	616	491	290	234	194	211	108	67	8905
NAME OF PROJECTS	43 NEW AIRPORT	FGIO	RSR/ ETWO?	46 AIR NAVIGATION SYSTEM PLAN FOR KARACHI INTERNATIONAL AIRPORT	47 AIR NAVIGATION SYSTEM PLAN FOR ISLAMABAD INTERNATIONAL AIRPORT	48 AIR NAVIGATION SYSTEM PLAN FOR LAHORE INTERNATIONAL	49 AIR NAVIGATION SYSTEM PLAN N MINOR AIRPORTS			TOTAL
	OF PROJECTS	NAME OF PROJECTS	NAME OF PROJECTS ESTIMATED COST ALLOCATION DURING 1983-88 TOTAL BEYOND RAN TOTAL FEC 1983 1984 1985 1986 1987 1983 1987 NEW AIRPORT REGIONAL AIR NAVIGATION 616 554 40 75 75 75 75 340 276 A SYSTEMS AND RELATED	AMME OF PROJECTS ESTIMATED COST ALLOCATION DURING 1983-88 TOTAL BEYOND RAN TOTAL FEC 1983 1987 1987 1987 1987 1987 1987 1987 1987	NAME OF PROJECTS ESTIMATED COST	NAME OF PROJECTS ESTIMATED COST TOTAL FEC 1983 1984 1985 - 107AL FEC 1983 1984 1985 1986 1987 1983 1987 1887 1887 1887 1887 1887 1887 1887	NAME OF PROJECTS LESTIMATED COST TOTAL FEC. 1983 1984 1985 1986 1987 1983 1984 1687 1983 1987 1983 1984 1687 1983 1888 1888 1888 1888 1888 1888 1888	ARECTORAL AIR NAVIGATION SYSTEM PLAN A AIR PAR A AIR	AMME OF PROJECTS BUILDING PLAN SYSTEMS AND RELATED SARSANSSR EN POLATION SYSTEM PLAN TOTAL FEC. 1983 1984 1985 1986 1987 1983 1987 ALLOCATION DURING 1983-88 TOTAL BUILDING PLAN SYSTEMS AND RELATED SYSTEMS AND RELATED SARSANSSR EN ROUTE RADAR 401 442 0 0 0 0 0 0 0 0 491 A AIRPORT AIRPORT AIRPORT AIRPORT AIRPORT FOR LAHGATION SYSTEM PLAN FOR LAHGA	NAME OF PROJECTS ESTIMATED COST TOTAL FEC. 1983 1984 1985 1987 1983 1997 NEW AIRPORT NEW NAVIGATION SYSTEM PLAN NEW NAV

TABLE 4-2-2 (7) INVESTMENT SCHEDULE BY MODE --NON ADP--

, , , ,				\$	ILLION	(MILLION RPS, FINANCIAL, 1981	NANCIA	L,1981	PRICE>	
NAME OF PROJECTS	ESTIMATED TOTAL	D COST FEC	1983 -84	ALLOCATION DURING 1983-88 1983 1984 1985 1986 19 -84 -85 -86 -87 -	1985 186	1983-8 1986 -87	1 6 8 8 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	TOTAL 1983 -88	BEYOND 1987 -88	RANKING
KPT FULL CONTAINER TERMINAL	3320	2090	13	86	252	358	514	1223	2002	4
KPT NEW OIL BERTH	120	8	0,7	07	0 7	0	0	120	0	≪
KPT SMALL BOAT HARBOUR	300	150	0	0	0	0	0	0	300	, co
KPT ONSHORE EQUIPMENT	117	9 2	42	12	12	12	24	09	52	۹.
KPT OFFSHORE EQUIPMENT	200	200	30	30	О	30	30	150	м 0	m
	4357	2896	9.5	168	334	007	556	1553	2804	
										-

--NON ADP--INVESTMENT SCHEDULE BY MODE TABLE 4-2-2 (8)

	RANKING	⋖	ব	·	m	ω	m.		
PRICES	BEYOND 1987 -88	3186	4000	7186	0	750	200.	950	8136)
FINANCIAL, 1981	TOTAL 1983 -88	1216	1000	2216	920	150	00	1170	3386)
INANCI	188 1987 1887	0	200	200	230	. 0	0	230	(30)
SPS	1983 986 -87	1216	200	1416	230	0	0	230	680)(1646)(
CMILLION	1985 1985 -86	0	200	200	230	150	100	480) (089
J	ALLOCATION 5 1984 4 -85	0	200	200	230	0	O	230	430)(
	1983 1983 -84	0	500	200	o :	0	0	0	200) (
	D COST FEC	7077	2000	2076	920	006	300	2120	11522)(
	ESTIMATE TOTAL	7405	2000	9402	920	006	300	2120	(11522)(11522)
SHIPPING	NAME OF PROJECTS	1 AQUISITION OF FULL CONTAINER SHIPS AND CONTAINER REQUIRED FOR OPERATION	2 REPLACEMENT OF MULTI PURPOSE SHIPS	SUB TOTAL	3 BULK CARRIER FOR STEEL MILL	4 TANKER (CRUDE DIL)	S TANKER (VEGETABLE OIL)	SUB TOTAL	TOTAL

NOTE:THE INVESTMENT SCHEDULE FOR THE ITEM 3 IS ESTIMATED AS THE PURE CALUCULATION PURPOSE WITH ASSUMPTION OF CARYING FIFTY PERCENT OF CARGOES. (Re; Bulk Carrier for Steel Mill)

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INVESTMENT SCHEDULE BY MODE --- NON ADP--TABLE 4-2-2 (9)

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	RANKING	٩.	a t	∢.	⋖	«τ	
PRICE)	BEYOND 1987 -88	10800	4620	4500	2160	007	22480
RPS, FINANCIAL, 1981	TOTAL 1983 -88	2160	1320	2250	2970	1520	10220
INANCI	-88 1987 -88	1440	099	450	810	240	3600
RPS, F	G 1983- 1986 -87	0	0	0	540	320	860
KMILLION	N DURIN 1985 -86	o .	0	006	540	240	1680
	ALLOCATION DURING 1983-88 1984 1985 1986 1 -85 -86 -87	720	999	0	1080	240	2700
	1983 -84	0	0	006	0	780	1380
	D COST FEC	12960	2940	6750	5130	1920	32700
	ESTIMATED TOTAL	12960	5940	6750	5130	1920	32700
AVIATION	NAME OF PROJECTS	1 PURCHASE OF 18 8-747 AIRCRAFTS	2 PURCHASE OF 9 DC-10 AIRCRAFTS	3 PURCHASE OF 15 A-300 AIRCRAFTS	4 PURCHASE OF 19 TWIN-JET AIRCRAFTS	5 PURCHASE OF 24 F-27 AIRCRAFTS	TOTAL

