

(b) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

Goods Movement Targets for Fifth Five Year Plan

5510. **SHRI R.N. RAKESH :** Will the Minister of RAILWAYS be pleased to state :

(a) the Fifth Plan targets fixed for the goods movement through Railways and the real traffic offerings;

(b) the total capital added to the railways during the same period;

(c) whether it is a fact that the traffic earnings were not corresponding to the capital at charge added; and

(d) if so, the details in this regard?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) : (a) the Railways had envisaged a target of 250 million tonnes per annum of goods traffic to mature by the end of the Fifth Plan. The highest traffic lifted in this period was 239 million tonnes in 1976-77 when all the traffic was lifted. In terms of net tonne kilometers highest traffic carried was in 1977-78 being 162.7 billion net tonne kms. The shortfall in traffic in these two years (1976-77), (1977-78) was due to lack of traffic offering. Subsequent to these years,

traffic dropped due to general fall in socio-political and economic disciplines in the country in general.

The total capital added to the Railways during the Fifth Plan period was of the order of Rs. 903.74 crores.

(c) and (d). A direct correlation between traffic earnings and capital at charge added is not feasible, especially in view of the long gestation period of railway projects. However, it is true that on account of the low levels of traffic offerings and traffic carried the traffic earnings were at lower levels than they should have been.

Reorganisation of Zonal Railways

5511. **SHRI R. L. BHATIA :** Will the Minister of RAILWAYS be pleased to state :

(a) the progress so far made in the re-organisation of the Zonal Railways and Divisions to ensure better operational efficiency; and

(b) whether while reorganising the Divisional system on the Northern Railway, the Railway Board propose to shift the existing Headquarters of the Ferozepur Division to some other suitable place in Punjab ; if so, where ?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) : (a) and (b). After the general reorganisation of Indian Railways in 1951-52, the entire railway net work in India was re-grouped into 6 Zones. At present, there are 9 Railway Zones and 54 Divisions. During the last 5 years, 5 new Divisions, viz., Hyderabad (MG), Mughal-sarai, Sonpur, Trivandrum and Bangalore have been added to the