

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 415
TO BE ANSWERED ON 24.07.2024**

DEBT BURDEN OF THE INDIAN RAILWAYS

415 MS. S JOTHIMANI:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of profit/loss reported by the Indian Railways, since 2014, year-wise;**
- (b) the details of the debt burden (in terms of rupees) of the Indian Railways since 2014;**
- (c) whether the Government is aware of CAG's findings about the Indian Railways' finances entering the 'concern zone';**
- (d) if so, the steps taken by the Government towards generating revenue and ensuring financial management; and**
- (e) the manner in which the Government intend to modernise current railway infrastructure including railway tracks, signalling systems, electrical systems, etc.?**

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY
(SHRI ASHWINI VAISHNAW)**

(a) to (e) A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 415 BY MS. S JOTHIMANI TO BE ANSWERED IN LOK SABHA ON 24.07.2024 REGARDING DEBT BURDEN OF THE INDIAN RAILWAYS.

(a) to (d) Indian Railways has a major social obligation. It provides a huge amount of subsidy for passenger travel etc. In FY 2022-23 ₹ 40,190 crores was spent on Social Service Obligation. Despite these constraints Railway finances are maintained in a sustainable manner. There is no specific mention of Indian Railways finances entering the 'concern zone' in the CAG audit report.

Details of revenue receipt are as under:

Financial Year	Revenue Receipts (₹ in crore)
2014-15	1,61,017
2015-16	1,68,380
2016-17	1,65,382
2017-18	1,78,930
2018-19	1,90,507
2019-20	1,74,695
2020-21*	1,40,784
2021-22 *	1,91,367
2022-23	2,40,177
2023-24 (Provisional)	2,56,093

* Covid year

Details of debt repayment are as under:

Financial Year	Debt Repayment (₹ in crore)
2014-15	12,473
2015-16	13,628
2016-17	15,196
2017-18	16,505
2018-19	18,571
2019-20	20,304
2020-21	23,386
2021-22	28,702
2022-23	34,189
2023-24	38,030

(e) A number of works have been taken up to modernize and upgrade railway infrastructure including railway tracks, signaling systems, electrical systems etc. Some of them are as under:

Locomotive: Railways has taken long term plan to acquire new technology 12000 HP electric locomotives and 9000 HP electric locomotives for freight operation.

Traction Distribution System: Existing 1X25 KV system is being upgraded to 2X25 KV system in phased manner.

Coaching Stock: Indian Railways has taken steps in modernisation of Coaching Rolling stock wherein Vande Bharat Chair Car Trains with enhanced safety features, better ride index, and passenger amenities have been introduced. Further, Indian Railway has planned to manufacture Vande Bharat sleeper rakes at IR Production Units for long and medium Inter-state journey. In addition, Vande Metros have been planned to revolutionize the travelling experience of suburban and regional commuters for inter-city short distance movement as well as for suburban commuters, harnessing the features of Vande Bharat.

IR has introduced complete Non AC Amrit Bharat Trains to meet the need of masses which have advanced features such as CCTV surveillance, PAPIS, aesthetically pleasing and ergonomically designed Seat & Berth, Improved Luggage rack. Improved LED light fitting and charging sockets etc.

Wagon: 25T(Higher Axle Load) wagons (BOXNHL (25T), BLCS, BLSS etc.) have been introduced to improve throughput: In addition, special purpose wagons for Steel Coil (BFNV, BOSM, BFNS), Multipurpose wagon (FMP), For Cement/Fly Ash Loading(BTFC) and Auto Carrier (ACT1, ACT2) for higher throughput have been introduced. In addition, trackside detection equipments i.e. OMRS, HABD, WILD are being introduced for detecting possible failures.

Track Structures: are taken up for modernisation with weldable track crossings to reduce number of fish plated joints. Flash butt welding is maximised in place of thermit welds by providing long rail panels and testing of Flash Butt welds by advanced technology of phased array to enhance weld reliability. Railways has taken up providing higher strength R260 & R350 HT rails with upgraded modern fastening system. Rail grinding is taken up on Railway network by deploying state of the art modern machines manufactured in India to further improve asset reliability.

Station Development: To provide state of the art amenities for rail users, the development of stations is taken up to make them city centre.

Signalling: For enhancing safety and efficiency of train operations, modernization of signalling is undertaken by provision of latest technologies like Kavach, Electronic Interlocking and Automatic Signalling. Kavach is an indigenously developed Automatic Train Protection (ATP) system with safety certification of highest order. Provision of Kavach is taken up over Indian Railways in phased manner. Further, new and replacement works of Signalling installations are now provided with Electronic Interlocking.