

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:1764  
ANSWERED ON:25.07.2002  
FAST TRACK STRATEGY  
A. VENKATESH NAIK;RAMSHETH THAKUR

**Will the Minister of RAILWAYS be pleased to state:**

- (a) whether the Associated Chamber of Commerce and Industry has suggested a fast track strategy to revamp the functioning of the Railways through a series of measures aimed at increasing internal resource generation, rationalising fares and freight, scrapping of unviable project, funding for accelerated completion of remunerative projects and speedy renewal and replacement work;
- (b) if so, the reaction of the Government on the suggestions made by the ASSOCHAM;
- (c) the number of projects identified by the Railways as unviable, zone-wise;
- (d) the additional funds allocated for completion of remunerative projects and speedy renewal and replacement work during the current year; and
- (e) the measures taken by the Government to revamp the functioning of Railways?

**Answer**

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS ( SHRI BANDARU DATTATRAYA )

(a) to (e): A Statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF LOK SABHA UNSTARRED QUESTION NO. 1764 BY SHRI, VENKATESH NAIK AND SHRI RAMSHETH THAKUR TO BE ANSWERED IN LOK SABHA ON 25/7/2002 REGARDING FAST TRACK STRATEGY

(a) to (e): Although Railways have not received any such proposals directly from ASSOCHAM, a news item has appeared in the print media, where suggestions have been made by ASSOCHAM to revamp the functioning of Railways through a series of measures aimed at increasing internal generations, rationalizing fares and freight, scrapping of unviable projects, funding for accelerated completion of remunerative projects and speedy renewal and replacement work.

The suggestions have been noted by the Ministry of Railways. A number of measures have been adopted for increasing internal resource generation like freight marketing and tariff rationalisation, reduction in internal cross- subsidy in passenger fares, cost-cutting measures and right- sizing of staff etc. In the last Railway Budget, a beginning has been made to rationalize the freight structure by removing certain anomalies that had crept up in the course of time. A beginning has also been made to rationalize passenger fare for proper tariff rebalancing by modifying the taper in the fare structure to remove the existing anomalies and making other marginal changes in respect of minimum fares and rationalizing the relativity of fares of various classes. Additional funds to the tune of Rs. 898 crores were received from the General Exchequer for accelerated execution of specific works during 2001-02. A Special Railway Safety Fund (SRSF) has been created for undertaking renewal and replacement of overaged assets within a fixed time frame.

All Railway projects are either financially viable or socially desirable and scrapping of any of these projects is not being considered at present.

Allocation of funds to various heads including to projects and for renewal and replacement work has been made in the Railway budget. Additional allocation of funds for projects and for replacement /renewal works will be made as per requirement and as per availability of resources during the course of the year.

Improvement of the Railway system is a continuous process. Indian Railways has a regular machinery for identifying areas requiring improvement in functioning and accordingly measures are taken after establishing their feasibility.