

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:3755
ANSWERED ON:23.12.2004
C & AG REPORT
Singh Shri Prabhunath

Will the Minister of RAILWAYS be pleased to state:

referring to C&AG report No. 9 of 2001 (Railways) pages 37 to 58 and state:

- (a) whether 44 marshalling yards declared closed were still found operating and if so, the circumstances under which they were found operating;
- (b) whether 15 marshalling yards contributed a loss of Rs. 1686.03 crore out of the total loss of Rs. 3621.84 crore in 53 yards; and
- (c) if so, the reasons for not reviewing the working of marshalling yards?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU)

(a) to (c): A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF THE UNSTARRED QUESTION No.3755 BY SHRI PRABHUNATH SINGH TO BE ANSWERED IN LOK SABHA ON 23.12.2004 REGARDING C&AG REPORT.

(a) With the advent of block rake basis of movement of freight traffic and gradual phasing out of vacuum brake stock, the pattern of movement of freight traffic has undergone changes. As a consequence, there has been a reduction in the quantum of primary activity of marshalling required to be carried out in the Marshalling Yards and which might not have been anticipated for specific yards due to uncertainties and dynamism of freight operations. However, several other activities, which are still required to be carried out at the Marshalling Yards, have not come to an end. Such other activities are enumerated below :

- (i) To receive through trains.
- (ii) To enable change of engine and crew.
- (iii) Noting of numbers of Carriage and Wagon in the rakes.
- (iv) Carriage and Wagon (C&W) Examination.
- (v) Brake power re-validation.
- (vi) Removal/Repair of sick wagons.
- (vii) Adjustment of loads where necessary.
- (viii) Provision of empty wagons as and when required.
- (ix) To place and withdraw wagons from various points in the local area.

This explains as to why only 36 yards out of an identified number of 80 yards could be closed and balance 44 numbers of Marshalling Yards have continued to function.

(b) The `Loss` figures have been arrived at by the Comptroller & Auditor General of India (C&AG) considering a target time for wagon detention prescribed by Railway Administration. Wherever, target times were not available, the target times of adjoining yards have been taken into consideration. Any detention to wagons in Marshalling Yards beyond the target time has been converted into loss accruing to Railways.

Freight operations are a dynamic phenomenon where the infrastructure assets and manpower have to cater to the demand of traffic. The demand and pattern of traffic is highly non-uniform in nature. There will be frequent situations wherein the infrastructure will idle on account of paucity of demand for traffic, while on other hand, the situation will get completely reversed. Thus the environment of freight operations is far from ideal where the infrastructure meets the demand for traffic in an exact, ideal manner.

The targets are generally fixed at a stiff level by Railway Administration with a view to maximize productivity through intensive

involvement of the entire administration. Actual performance falling short of target performance does not tantamount to loss. If the targets are soft, than deemed losses as pointed out in C&AG report will get minimized or may even come to zero. But this will negate the very objective of enhancing efficiency & productivity levels in the system. Detention beyond target can be due to factors like shortage of locomotives, non -availability of path due to route - congestion, accidents, or other dislocations. Detentions on such accounts are unavoidable and cannot be termed as a loss.

(c) As already stated in reply to part (a) the performance review of Marshalling Yards is a continuous process and as a consequence Indian Railways could close down 36 yards over a period of time and also bring down wagon detentions.