

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:3707
ANSWERED ON:25.08.2011
RAILWAY LINES
Jindal Shri Naveen

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of new lines constructed and opened for traffic in the country during the last three years;
- (b) the expected/actual rate of return on investment made on each of these lines;
- (c) the steps being taken to make these lines remunerative;
- (d) the details of the uneconomic lines in the country; and
- (e) the steps taken to close these lines or make them remunerative?

Answer

MINISTER OF THE STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA)

(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. 3707 BY SHRI NAVEEN JINDAL TO BE ANSWERED IN LOK SABHA ON 25.08.2011 REGARDING RAILWAY LINES.

(a) to (c): 357 Km, 258 Km and 709 Km of new lines were added during 2008-09, 2009-10 & 2010-11 respectively. Most of the new lines are completed and commissioned in phases so that return on investment can start at the earliest. Since rate of return is assessed for the whole project prior to sanction of the project, the returns of these new lines can be assessed only after these have become fully operational.

(d): The details of uneconomic branch lines in the country during the year 2009-10 is given in Appendix.

(e): As per the RRC recommendations for the closure of Uneconomic Branch Lines, the then Minister for Railways wrote a letter to the Chief Ministers of the States and Union Territories to agree to the closure of the Un- remunerative Branch lines, alternatively share the losses on 50:50 basis. The main problem in closing the identified Uneconomic branches is the resistance from the concerned State Govt. despite various incentives being offered to them.

To reduce working expenses, the following measures have been taken, wherever required, by the concerned Zonal Railways: -

- (a) Down-gradation of stations into contractor-operator halts.
- (b) Introduction of 'One Engine Only' system whereby only one train can be in the section at any time. This obviates the need for block working and hence reduces the staff requirement.
- (c) To introduce tourist packages on the pattern of Kalka-Shimla section to make it viable.
- (d) Curtailment of train services including running of trains only during day time, cancellation of trains on Sundays and other holidays etc.
- (e) Issue of passenger tickets by Travelling/Booking Clerks on the trains running on the section.
- (f) Dismantling of sidings.
- (g) Dismantling of signaling equipments.

To explore the possibility of improving earnings on some of the branch lines, it has been considered to:

- (a) Introduce rail car service with reduced loads.
- (b) Increase frequencies of trains.

The dialogue with the State Governments concerned is being continued to persuade them to agree to the closure of the Uneconomic Branch Lines where the above steps may not be helpful.