

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:739
ANSWERED ON:27.11.2014
SHORTAGE OF FUNDS
Biju Shri Parayamparanbil Kuttappan

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways are facing acute shortage of funds for their modernisation and ongoing projects;
- (b) if so, the details thereof and the reasons therefor including the funds required by them for various ongoing projects;
- (c) the funds raised/ being raised by the Railways through internal resources and from other agencies to fund their ongoing projects;
- (d) the funds spent/being spent on survey of the new railway lines during the last three years and the current year, year- wise; and
- (e) the steps taken/proposed to be taken by the Railways to address the issue?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI MANOJ SINHA)

(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. 739 BY SHRI P.K. BIJU TO BE ANSWERED IN LOK SABHA ON 27.11.2014 REGARDING SHORTAGE OF FUNDS.

(a) & (b): Yes, Madam. Railways have a large shelf of ongoing sanctioned projects which have a throwforward of Rs. 1,82,224 crore for 154 new line, 42 gauge conversion and 166 doubling projects. For these projects, an outlay of Rs. 13,494 crore only has been provided in Budget 2014-15. For modernisation works also funds are a constraint.

(c): Budget Estimates 2014-15 of total Plan size of Rs. 65,445 crore, envisage an amount of Rs. 16,054 crore to be contributed from Railways internal resources, while Rs. 17,795 crore are to be raised from extra-budgetary resources, including Rs. 11,790 crore from market borrowings by IRFC.

(d): The detail of funds spent on surveys of new lines during 2011-12, 2012-13, 2013-14 and expected to be spent during 2014-15 is as given below:

Year Funds spent (in Rs. Crs.)

2011-12	11.07
2012-13	13.54
2013-14	25.15
2014-15	37.69

(e): In order to augment internal resource generation, apart from targeting higher passenger and freight traffic, passenger fares and freight rates have been revised w.e.f. 25/28th June 2014 by 14.2% and 6.5% respectively. Some of the steps being taken to increase earnings and raise funds include-

Earmarking of premium tatkal quota for dynamic pricing w.e.f. 01.10.2014.

Continuous efforts to capture more and more traffic.

Expenditure control involving increased productivity & efficiency and optimum utilisation of existing capacity.

Simplification & rationalisation of tariff. Market responsive and dynamic tariff policies. Tariff policy to exploit empty flow direction and lean season traffic.

Introduction of new trains, increase in frequency and extension to existing trains to capture more passenger traffic.

Rail-side warehousing terminals and private freight terminals through Public-Private-Partnership.

Alternative resources like higher sundry earnings through advertisements, catering and commercial exploitation of land etc.
Seeking higher allotment under Gross Budgetary Support from General Exchequer.