GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:4634
ANSWERED ON:22.12.2014
EXPENDITURE ON POWER AND FUEL
Tanwar Shri Kanwar Singh

Will the Minister of RAILWAYS be pleased to state:

(a) the details of expenditure incurred by Railways on power and fuel for operations of trains in the country during the last three years, Zone-wise;

(b) whether the Railways propose to allow Public-Private Partnership to electrify, operate and maintain the tracks and power;

(c) if so, the details thereof; and

(d) the steps taken by the Railways to minimise their expenditure on power and fuel to offset the financial crunch ?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 4634 BY SHRI KANWAR SINGH TANWAR TO BE ANSWERED IN LOK SABHA ON 22.12.2014 REGARDING EXPENDITURE ON POWER AND FUEL

(a): Zone-wise details of expenditure incurred by Railways on power and fuel for operations of trains in the country during the last three years are as under:

(`in crore)

Railways	2011-12	2012-13	2013-14
Central	1871.09	2264.05	2699.00
Eastern	885.79	1138.96	1398.76
East Central	1160.50	1350.69	1700.17
East Coast	975.73	1167.16	1637.23
Northern	1940.71	2296.72	3123.53
North Central	1192.04	1401.31	1630.18
North Eastern	665.48	820.77	1027.35
Northeast Frontier	740.45	853.34	1339.65
North Western	780.28	975.03	1722.60
Southern	1165.95	1358.96	1788.94
South Central	2003.48	2401.94	3231.36
South Eastern	845.03	1060.26	1293.49
South East Central	659.06	760.89	969.61
South Western	829.43	929.58	1349.99
Western	1917.48	2145.44	2535.64
West Central	1102.13	1319.98	1675.07
Metro	24.72	34.25	38.12
Total	=SUM(ABOVE)	=SUM(ABOVE)	=SUM(ABOVE)
	18759.35	22279.33	29160.69

(b)&(c): As per the sectoral guidelines for Domestic/FDI issued in November 2014, construction and maintenance of Railway electrification projects on Indian Railways' existing network or new network through BOT/ Annuity route is permissible. Construction, maintenance and operation of lines through PPP can also be under- taken through any of the five participative models for Rail connectivity stipulated under policy guidelines issued in December 2012.

(d): The measures to minimize expenditure on power are getting electricity at economical tariff by setting up of Indian Railways Captive Power Plants , getting cheaper power through bilateral arrangements from generating companies and through power trading, deployment of energy efficient electric locomotives and Electric Multiple Units (EMUs) with regenerative braking features, reducing line haul cost by progressive electrification of railway network etc. Other steps taken to achieve diesel traction efficiency are as under:

(i) For the last ten years, American Locomotive Company (ALCO) locos are being manufactured with technologically upgraded fuel saving features like fuel efficient kits, micro processors based control system and governing, roller suspension bearing, low idle features, auxiliary power unit (APU) Multigrade engine oil. Various projects currently being undertaken for improving fuel efficiency are Multi-Genset Locomotive, Common Rail Electronic Direct Injection (CReDI),Guidance for Optimised Loco Driving (GOLD), Hotel load on Diesel Locomotives and Miller cycle turbocharger.

(ii) Diesel Electric Multiple Unit (DEMU) Diesel power cars (DPSs) have smaller engines in comparison to a Diesel Locomotive and consume less fuel. Replacing short distance Passenger trains (having 5-10 coaches) with DEMUs will give fuel saving of approximate 10%.

(iii) Alternative fuels: RDSO has tested and cleared the diesel locomotives of IR for blending bio diesel to the tune of 5%. Indian Railways has already started running CNG based DEMUs on Northern Railway and have a plan to convert more DEMUs to run on dual fuel i.e. CNG and Diesel.