

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:1123  
ANSWERED ON:17.07.2014  
RAILWAY PROJECTS  
Mukherjee Shri Abhijit

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

- (a) whether the work on various railway projects undertaken by the Railways is progressing as per schedule;
- (b) if so, the details thereof indicating the present status of each of these projects including railway projects in Jellingham, Nandigram and East Medinipur region of West Bengal and the time by which these projects are likely to be completed and if not, the reasons therefor, project-wise;
- (c) the details of funds allocated and spent thereon during each of the last three years and the current year, project-wise; and
- (d) the steps taken/being taken by the Railways to bring down their operating ratio and to upgrade/develop the railway infrastructure to increase their productivity, efficiency and to improve passenger interface etc.?

**Answer**

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

(a) to (c): Railways have a huge throwforward of ongoing projects & limited availability of funds. As such it is not possible to provide adequate funds to each project on a regular basis which is a pre-requisite for fixing timelines. Projects are not sanctioned region-wise/State-wise.

(d): Various measures taken by Railways to augment earnings and contain expenditure, which inter-alia, also decrease operating ratio is Appended.

APPENDIX REFERRED TO IN REPLY TO PART (d) OF UNSTARRED QUESTION NO. 1123 BY SHRI ABHIJIT MUKHERJEE AND SHRI SUVENDU ADHIKARI TO BE ANSWERED IN LOK SABHA ON 17.07.2014 REGARDING RAILWAY PROJECTS.

(d): Measures taken by Railways to augment earnings and contain expenditure are given below:-

Steps taken to augment resources of Railways to increase earnings:

- # Continuous efforts to capture more and more traffic.
- # Creation of additional capacity and optimum utilisation of the existing one.
- # Improved throughput through increased productivity and efficiency.
- # Reduction in wagon turn around time.
- # Simplification and rationalisation of tariff.
- # Market responsive and dynamic tariff policies.
- # Customer oriented freight policies.
- # Introduction of engine on load scheme.
- # Terminal incentive schemes.
- # Discount on incremental traffic in empty flow direction and lean season.
- # Introduction of new trains, increase in frequency and extension to existing trains to capture more passenger traffic.
- # Extension of Passenger Reservation System and Unreserved Ticketing System facilities to more and more location.

# Introduction of passenger profile management system.

# Deployment of additional coaches in patronised trains.

# Introduction of premium parcel service.

# Leasing of parcel space in trains.

# Introduction of Liberalized Wagon Investment Schemes.

# Rail Side Warehousing Terminals through Public Private Partnership.

Steps taken to Control over Expenditure:

# Constant endeavour on the part of the Railways to avoid wasteful expenditure.

# Control the growth of non-plan expenditure.

# Prioritization of expenditure on works for better use of available resources.

# Improving staff productivity by better man-power planning.

# Better asset utilization.

# Improvement in inventory management.

# Optimizing the fuel consumption.

# Tight control over expenditure in areas such as contractual payment, overtime allowance, purchase of material etc.

# Austerity and economy measures in areas such as hospitality, publicity, advertisements, inaugural ceremonies, seminars and workshops, contingent office expenses etc.

# Implementation of the guidelines on expenditure control & management circulated by the Ministry of Finance on the Railways also.

# Rigorous monitoring of expenditure with respect to the monthly budget proportions.