

12.15 hrs.

**SUPPLEMENTARY DEMANDS  
FOR GRANTS (RAILWAYS),  
1986-87**

[English]

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): I beg to present a statement (Hindi and English Versions) showing the Supplementary Demands for Grants in respect of the Budget (Railways) for 1986-87.

12.16 hrs.

**STATEMENT RE : FINANCIAL  
POSITION OF RAILWAYS**

[English]

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): MR. SPEAKER, Sir, the House will recall that while presenting the Budget Estimates for 1986-87, the then Minister of Transport, Shri Bansi Lal, had envisaged an originating loading target of 267 million tonnes of revenue earning goods traffic for the current year. The House will be glad to know that upto the end of September 1986, the Railways have carried about 128.4 million tonnes of revenue earning traffic which exceeds the target for this period by about one million tonnes. This represents an increase of about 8.4 million tonnes of originating traffic compared to the corresponding period of last year. The loading would have been even better had there not been less materialisation of certain programmed bulk commodities. I have every hope that with concerted effort, the Railways will end the financial year clearing at least 270 million tonnes of revenue earning traffic which would be an improvement of as much as 12 million tonnes as compared to the last year and 3 million tonnes over the target set. The

trend under Passenger and Other Coaching is also improving and I anticipate that the net traffic receipts may be about Rs. 106 crores above the Budget Estimates.

There is a continuous thrust to increase the productivity of the system by better utilisation of assets. I am glad to inform the House that to end of August 1986, the leading efficiency indicator, that is, Net Tonne Kilometres Per Wagon Per Day to (Broad Gauge) has risen to 1260 compared to 1189 achieved in the corresponding period of the previous year.

**Working Expenses**

While the position of traffic lifted as well as the productivity of the system is quite satisfactory, the Working Expenses have come under a very heavy strain because of the post-budget increase in staff costs. The outgo resulting from the implementation of Pay Commission's recommendations alone is estimated at Rs 462 crores. The Dearness Allowance instalment sanctioned by the Government from the 1st of April 1985, implies a liability of Rs. 25 crores. An additional amount of about Rs. 33 crores has been paid to the Railway staff on account of Productivity Linked Bonus. These three factors account for an additional requirement of Rs. 520 crores under Ordinary Working Expenses.

Contribution to the Pension Fund was increased to Rs. 280 crores in the current year's Budget compared to Rs. 260 crores provided in the year 1985-86. However, keeping in view the increase in disbursement arising out of liberalisation of Pension Rules, the Railway Convention Committee have recommended enhancement of this contribution to Rs. 350 crores in the current year itself. Therefore, it is necessary to provide an additional sum of Rs. 70 crores as contribution to Pension Fund.

Thus, even without taking into consideration any further increases in dearness allowances that may be sanctioned during the current year, the staff costs of the Railways are likely to increase by Rs 590 crores over the Budget Estimates.