

(b) whether the actual trends of modal shares by rail and road have moved in opposite directions;

(c) whether it is a fact that the Railways themselves are responsible for shortage of capacities on the Railways and very high traffic density on major routes; and

(d) what is being done to improve the situation?

THE MINISTER OF RAILWAYS
(SHRI C. K. JAFFER SHARIEF):

(a) Railways are best suited for long distance travel and also bulk movement. Over the year Railways have been able to achieve sustained growth as is evident from following figures:

Year	Revenue Earning Freight Traffic (Million Tonnes)	Originating Passenger Traffic (Million Pass.)
1970-71	167.9	2431
1980-81	195.9	3613
1990-91	318.4	3858
1994-95	373 (Target)	3978 (Target)

(b) There has been no change in modal shares over the last two years, as per the Economic Survey.

(c) and (d) No, Sir. Railways have been augmenting the line capacities of major routes by making sufficient input in to meet the ever demand of traffic. Efforts are also being made to attract more traffic to Rail through suitable marketing efforts Railways have inducted AC-3 tier coaches, high speed coaches and locos, long welded rails in order to provide more comfortable and speedier journeys to long distance passengers and MEMUs, DMU push pull train and rail buses for short distance passengers.

For attracting more freight traffic, close coordination with user departments and major industries is being maintained. In addition, steps like quoting station to station rates, revitalising Freight Forwarder scheme, introduction of Speed Link Express services on additional routes, movement of containerised cargo for both domestic and international market and special efforts to attract more parcel traffic have also been taken. These

steps have helped in maintaining the questioned growth.

Internal resource generation in the Railways

3739. **SHRIMATI BASANTI**
SARMA:

DR. SHRIKANT RAMCHANDRA
JICHKAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether dependence of Railways on the budgetary support has declined over the last few years;

(b) if so, what is the trend;

(c) what are the major sources of funding;

(d) how is the Railways' internal resource generation; and

(e) what is being done to improve internal resource generation?

THE MINISTER OF RAILWAYS
(SHRI C.K. JAFFER SHARIEF): (a) and
(b) Yes, Sir. Budgetary support is declin-

ing over the years as seen from the last
four years in the Eighth Plan period.

Year	Budgetary support (Rs./Cr.)	% of the plan
1992-93	2589	42
1993-94	974	16.6
1994-95 (RE)	1150	18.4
1995-96 (BE)	1150	15.3

(c) The Railways' Annual Plan is financed through (i) Internal Resources (ii) Extra-budgetary Resources and (iii) Budgetary Support. With decline in budgetary support, the strain has been put on inter-

nal and extra-budgetary resources.

(d) The trend of internal resources generation in the last four years is given below:

Year	Internal generation (Rs. in crores)	% of the plan
1992-93	2543	41
1993-94	4030	69
1994-95 (RE)	4055	65
1995-96 (BE)	4100	55

(e) Sustained efforts are being made by implementing Action Plan to augment earnings and contain the expenditure to improve the Internal Resource Generation.

Imbalance between cost and revenue of Railways

3740. SHRI JAGIR SINGH DARD:
DR. SHRIKANT RAMCHAND-
RA JICHKAR:

Will the Minister of RAILWAYS
be pleased to state:

(a) whether there is an imbalance
between cost and revenue of Rail-
ways;

(b) if so, what are the indices of
imbalance;

(c) whether the higher costs reflect
the inefficient management of the

Railways;

(d) if so, to what extent; and

(e) what is being done to increase
the efficiency of management in the
Railways?

THE MINISTER OF RAILWAYS
(SHRI C. K. JAFFER SHARIEF):
(a) No, Sir. Railway Revenues are
higher than cost (Expenditure).

(b) to (e) Do not arise.

Increase in social costs of railways

3741. SHRI SURENDER KUMAR
SINGLA: Will the Minister of RAIL-
WAYS be pleased to state:

(a) what is the assessment of so-
cial cost of Indian Railways for the
year 1994-95;