

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 if venue of Railways

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

Will the Minister of RAILWAYS be pleased to Btate:

(a) whether there is an imbalance between cost, and revenue of Railways;

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

(c) whether the higher costs reflect the Inefficient managemnt 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 Rvenues 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 RAILWAYS be pleased to state:

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

- (b) how this assessment is done;
- (c) whether there is an increasing trend in social costs;
- (d) what is the reason for this increase in social costs; and
- (e) what is being done to prevent the increase in social costs?

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

(a) The estimated figure of Social cost for 1994-95 amount to Rs. 1515 crores.

(b) The methodology of assessing the amount of social cost on Indian Railways is as under: —

(i) The losses on the freight services for carrying the essential commodities at rates below cost are assessed.

(ii) The losses on suburban services in 3 Metropolitan cities of Bombay, Calcutta and Madras are assessed.

(iii) The loss on non-suburban coaching services are also assessed.

From the total of (i), (ii) and (iii) above the cost of staff welfare measures and law and order costs are deducted to arrive at the "net social cost" for the Indian Railways. The estimated figures for 1994-95 are based on the projections made in the revised estimates of the Railway Budget for 1995-96.

(c) and (d) The quantum of social cost for 1992-93 and 1993-94 were Rs. 1548.50 crores and Rs. 1216.50 crores respectively. The estimated amount of social cost for 1994-95 comes to Rs. 1515 crores. No clear cut trend is discernable in the quantum of social cost as such.

(e) Some of the important measures taken by the Indian Railways to contain social costs are as under: -

(i) Rationalisation of freight tariffs from time to time.

(ii) Restructuring of passengers, season tickets fares and concessions etc.

Completion of gauge conversion work

3742. SYED SIBTEY RAZI: Will the Minister of RAILWAYS be pleased to state:

(a) whether gauge conversion work has been completed by some Zonal Railways during 1992-93, 1993-94 and 1994-95;

(b) if so, the names of areas of conversion, zone-wise separately, during each year with estimated expenditure incurred on each conversion;

(c) whether Government propose to convert more areas into unigauge during 1995-96 and 1996-97;

(d) if so, the names of such areas, zone-wise separately during each year with estimated cost of each conversion;

(e) whether some areas converted for unigauge during 1992-93, 1993-94 and 1994-95 belong to U.P.;

(f) whether areas to be covered for unigauge during 1995-96 and 1996-97 also belong to U.P.; and

(g) if so, the details thereof and if not, the reasons therefor separately?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (g) Information is being collected and will be laid on the Table of the Sabha.

Technical assistance Agreements between the Railways and UNDP

3743. SYED SIBTEY RAZI: Will the Minister of RAILWAYS be pleased to state;

(a) whether some technical assistance agreements have been signed with the UNDP;