

(c) the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) to (c) As on 01.04.2011. Railways have a huge throwforward of ongoing projects under new lines, gauge conversions and doublings across the country requiring about Rs. 1,25,000 cr. for completion. Due to limited availability of resources, projects take long time in completion. The targets for the projects are generally fixed on yearly basis based on the availability of resources and progress and many of the projects get completed in phases. The main reasons for delay have been paucity of funds, delay in land acquisition, court cases and forestry clearance, failure of contracts and contractors, adverse law and order conditions and non availability of material and other economical reasons affecting the progress. Ongoing projects undergo cost escalation on account of delays as above and change in the standard of construction and technology, scope of work, inflation, etc. No fixed time frame for completion of all the projects is feasible in such a scenario.

Recommendations/suggestions of Planning Commission

1513. SHRI GOVINDRAO ADIK:

SHRI SANJAY RAUT:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Planning Commission has recommended to Railways to hive off its production units and outsource non-core activities like catering and ticketing to trim the size of the establishment in order to bring in higher efficiency in its primary function of running trains; and

(b) if so, the details of recommendations/suggestions of Planning Commission to improve the railway infrastructure in the country and Government's response thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) No, Sir.

(b) Does not arise.

Railways' loss during current financial year

†1514. SHRI NARESH CHANDRA AGRAWAL: Will the Minister of RAILWAYS be pleased to state:

(a) the main reasons for Railways' loss in the current financial year;

(b) whether Railways is formulating any plan to meet this loss after analysing reasons therefor; and

†Original notice of the question was received in Hindi.

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRIBHARATSINH SOLANKI): (a) Railways have not made loss in the financial year 2010-11.

(b) and (c) Does not arise. However, in order to improve its financial health, Railways are continuously striving to augment traffic earnings and containing the expenditure to maximum possible extent. For further improvement in earnings, the initiatives taken under freight business segment include plans to improve throughput through increased productivity and efficiency, reduction in wagon turn around time, increasing additional traffic of bulk commodities, modification of Taper of Base Class-100, distance based surcharge on Iron Ore for export co-related with the international price of Iron Ore, dynamic Pricing Policy for taking advantage in the skew in demand for traffic like levy of Busy Season charge, Development charge, Terminal charge, Busy Route surcharge for traffic to Pakistan and Bangladesh etc. and introduction of more attractive Freight Incentive Scheme for retaining and attracting additional traffic. Initiatives under passenger and parcel business segments include extension of Passenger Reservation System (PRS) and Unreserved Ticketing System (UTS) facilities to more and more location, speeding up of trains, review of trains with low patronage, deployment of additional coaches in well patronized trains, vigorous checking of ticket less travelling, additional leasing of parcel space in certain nominated trains, leasing of vacant compartment of guard in front of SLR coach etc.

On the expenditure side, Railway is striving to improve productivity by better man power planning, assets utilization, inventory management, fuel consumption etc. and controlling expenditure through number of austerity/economy measures.

Recommendations of Khanna Committee

† 1515. SHRI PRABHAT JHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Khanna Committee was constituted to submit report on modernisation of Railways and related matters;

(b) if so, the recommendations made by this Committee;

(c) whether it is a fact that Railways is unable to implement recommendations of Khanna Committee for lack of funds;

(d) if so, the details thereof; and

(e) if not, the details of recommendations that have been implemented?

†Original notice of the question was received in Hindi.