

Rationalisation of tariffs

4784. SHRI PARIMAL NATHWANI: Will the Minister of RAILWAYS be pleased to state:

- (a) whether there is an urgent need for adjustment and rationalisation of tariffs;
- (b) if so, the reasons therefor;
- (c) how far the last five Railway Budgets have considered this need; and
- (d) the reasons for not revising fare and freight charges in the manner needed to make railway operations sustainable?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) to (d) Railways operate in an economic environment that is dynamic in nature. Conducting in-house exercises *vis-a-vis* rationalization of the fare and freight structure in response to evolving requirements is, thus, a continuous, on-going process. However, the implementation of resultant revisions in passenger fares and freight tariffs need not necessarily constitute a part of Budget proposals.

Some of the initiatives implemented in 2012 include:

Rationalisation of freight rates with effect from 6th March, 2012.

Increase in Passenger fares for First class, AC 2-Tier and First AC/Executive class by, respectively, 10, 15 and 30 paise per kilometre with effect from 1st April, 2012.

In addition, various other optimization measures, such as enhancement of axle loads for enabling carriage of higher pay load per freight car, increasing the carrying capacity of wagons etc. have been implemented in the recent past. Railways have also taken a number of steps to attract additional traffic particularly in the traditional empty flow directions and during lean seasons through a slew of freight incentive schemes. Efforts continue to be made for raising resources internally from other than traditional sources also.

Railway projects in Andhra Pradesh

4785. SHRI PALVAI GOVARDHAN REDDY: Will the Minister of RAILWAYS be pleased to state:

- (a) the details of each of the railway projects that are running behind schedule in Andhra Pradesh under South Central Railway;

(b) the details thereof such as initial cost, date of announcement, date of commencement, year-wise allocations made after announcement and time and cost over-run;

(c) the reasons for delay in Peddapalli-Nizamabad railway line;

(d) by when the above railway line is going to be completed; and

(e) the amount required and amount allocated for this railway line project in 2012-13?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) and (b) Presently, 17 new lines and 9 doubling-projects falling fully/partly in Andhra Pradesh are in various stages of execution. These projects are progressing according to availability of resources.

(c) to (e) Peddapalli-Nizamabad line is part of Peddapalli-Karimnagar-Nizamabad new line project. On this project, Peddapally-Karimnagar-Jagityal section (83.53km.) has been completed and commissioned. Metapally-Mortad (21 km) section has been completed in 2011-12 and Mortad-Amroor (17 Km.) section is targeted for completion in 2012-13. The amount required for completion of this project is Rs. 376.33 Crore and Rs. 50 crore has been allocated in the Budget for 2012-13. No target date has been fixed for completion of this project and it is progressing according to availability of resources.

Job to kin of accident victim

4786. SHRI AVINASH RAI KHANNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether trains collided near Mukerian and about 37 people had died on 15th December, 2004;

(b) if so, whether Railways had made some announcement of compensation and jobs;

(c) if so, the details thereof;

(d) whether all announcements made by Railways have been fulfilled;

(e) if so, the details thereof;

(f) whether Shri Dilbag Singh was one of the victims;

(g) if so, whether his kin has got Government job; and

(h) if not, by when the kin of deceased Dilbag Singh will get the job?