

comparable and earning and expenditure is, in fact, a subset of the finances of the entire Indian Railways.

(c) No, Sir. On the contrary, South Central Railway received an allotment of Development Fund to the tune of ₹ 167.62 crores in the year 2011-12 (3rd highest among all the Zonal Railways) and ₹ 318.40 crores in the year 2012-13 (4th highest among all the Zonal Railways).

(d) Zone-wise allotment of funds for expansion, modernization, development and replacement depends on works in progress and new works are taken up by the zonal railways based on the overall freight and passenger traffic handled by that Zonal Railway and on the availability of resources.

(e) and (f) The present practice of allotment of funds to zones is proposed to be continued.

#### **Policy to start research in polytechnic institutions**

†\*384. SHRI RASHEED MASOOD: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government has prepared a scheme for the assessment/review of polytechnic institutions in the country;

(b) if so, the details thereof;

(c) whether this scheme will also be applicable to private polytechnic institutions; and

(d) by when this scheme is proposed to be started?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI KAPIL SIBAL): (a) to (d) There is no scheme specially prepared for the assessment/review of Polytechnic Institutions in the country. However, funds are released to the polytechnics under the Sub-Mission on Polytechnics based on fulfilment of criteria stipulated under the scheme. In addition, All India Council for the Technical Education (AICTE) conducts inspection visits based on its Regulations. These Regulations are applicable to private polytechnic institutions also.

#### **Scarcity of funds for railway projects**

\*385. DR. T.N. SEEMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that during the last few years, Railways have been incapable of coping with increasing transport demand and also raising/improving the traffic volume and flows at lower unit cost of operation;

(b) if so, the reasons therefor;

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†Original notice of the question was received in Hindi.

(c) whether the scarcity of funds is hampering the ongoing and survey related projects;

(d) if so, the details thereof;

(e) whether Railways are short of funds for undertaking infrastructural expansion; and

(f) if so, the steps taken/being taken by Railways to increase revenue generation?

THE MINISTER OF RAILWAYS (SHRI MUKUL ROY): (a) and (b) Indian Railways has catered to the existing demand of transport satisfactorily. During the Eleventh Five Year Plan Period from 2007-08 to 2011-12, freight loading on Indian Railways increased from 794.21 Million Tonnes in 2007-08 to 969.78 Million Tonnes in 2011-12. Similarly, the number of passengers carried on the Indian Railways grew from 6.536 billion passengers in 2007-08 to 8.29 billion passengers in 2011-12. The cost of operations for hauling a coaching train for one km. was ₹ 553.37 and the cost of hauling a goods train was ₹ 831.23 in 2007-08 and this increased to ₹ 802.96 and ₹ 1149.08 respectively in 2010-11 primarily due to higher input costs on account of 6th Pay Commission disbursement and inflation.

(c) and (d) There is a large shelf of ongoing projects under New Lines, Gauge Conversion, Doubling, Electrification, Workshops and Production Units and Metropolitan Transport Projects (MTP). The Budgetary support provided by the Government which primarily finances execution of these projects has generally not been adequate. The projects have been prioritized in order to optimally channelize the resources currently available. The throw forward (balance to complete) of New Line, Gauge Conversion, Doubling, Electrification, Workshops and MTP Projects as on 1.4.2012 was ₹ 176418 crores.

(e) and (f) Yes, Sir. It is planned to increase revenue generation by carrying higher freight and passenger volumes, alternative revenue streams, commercial exploitation of land and control over expenditure.

#### **Consumption of subsidized diesel by telecom sector**

\*386. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether telecom sector is estimated to be the second largest consumer of diesel after Railways and in 2007-08 its consumption was estimated to be 2 billion litres and recent estimates indicate that this is expected to grow to over 3 billion litres in 2011-12; and

(b) whether it is a fact that consumption of subsidized diesel by the telecom