

Cash crunch in Railways

778. SHRI SANJAY RAUT: Will the Minister of RAILWAYS be pleased to state:

- (a) whether Railways is facing a shortfall of nearly ₹30,000 crore by year end due to slowdown in earnings and mounting expenditure;
- (b) if so, the details thereof and Government's response thereto;
- (c) whether Railway Board has suggested several immediate and short term measures for reducing expenditure and increasing the earnings of Railways; and
- (d) if so, the details thereof and the steps taken thereon?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) and (b) No, Sir. Keeping in view the trend of earnings and expenditure, Railways' Net Revenue (Revenue Surplus) in the Revised Estimates 2019-20 has been projected at ₹3,811 cr. as against Budget Estimates of ₹9,035 cr.

(c) and (d) Yes Sir. Railway Board, while reviewing the trend of earnings and expenditure considered several immediate and short-term measures to reduce expenditure and enhance earnings. Accordingly, a list of such measures, the main items of which are given below, was circulated to all Zonal Railways for implementation:—

Expenditure related

Immediate measures:—

- Grounding of diesel locos above 30 years of age
- Implementing Head on Generation (HOG) to save cost as well as to add additional coach
- Pre-paid metering of electricity for stalls etc.
- Standardisation of spares in different types of rolling stock
- Review of maintenance schedules of Rolling stock: life of certain "Must Change" items of Rolling Stock to be aligned with their replacement schedule
- Permitting en-route examination of premium rakes
- Zero-based material planning
- Computer aided matching of occupancy and rake composition (marshalling of rake as per occupancy to save on variable costs)

Short term measures:

- Reducing consumption of fuel in targeted manner; prioritisation of essential expenditure
- Maximising use of optical fibre in place of copper cable
- Repair and maintenance of staff quarters through land monetisation
- Rationalising use of High Speed Diesel (HSD) for non traction purpose
- Covering remaining states under open access mode
- Rationalisation of Railway Consumer Depots (RCDs) and total fuel management (TFM)
- Electrification of entire routes (Major Origin-Destination (ODi pairs) with full infrastructure like Traction Sub-Station (TSS) etc. to prevent running of Diesel under wire for both freight and coaching services
- Review of yardsticks to be adopted for increasing productivity and benchmarking

Earnings related

Immediate measures:

- Maximising leasing of SLR spaces in trains
- Quick clearance of Private Freight Terminal (PFT)/Siding proposals
- Land Licence fee revision and clearance of Right of Way cases on mission mode.
- Pending Station to Station (SIS) proposals to be expedited
- Running of freight Convoys twice a week to increase the speed of freight trains and improve Wagon Turn Round (WTR)
- Increasing the speed of freight stock to 100 KMPH in empty condition and 75 KMPH in loaded condition
- Increasing loco availability by extending inspection schedules, both for coaching and freight locomotives
- Reduction in terminal detention by following Engine on Load (EOL) system in terminals where the handling of the rakes is being done within 5 to 6 hours

- Blocks to be availed in an integrated manner (shadow blocks) to maximize maintenance hours and minimize down time of operations

Short term measures:

- Upgradation of CC+6 and CC+4 routes to CC+8 routes.
- Permission to run CC+8 loads on CC+6 and CC+4 routes with restricted speed.
- Rationalizing crew availability
- Freight basket to be relooked considering lead, yield etc.
- Increase of validity of premium rates to 15+3 days from the existing level of 12 + 3 days; in case of CC rates, validity to be increased from 30 + 5 days to 35 + 5 days
- Monitoring of Advertisement and Publicity revenues
- Ineffective wagon holding of BOXN. BOBR and BCN stock to be brought to 3.5%
- Out-turn of workshops to be stepped up by introduction of 3rd shift working
- Combining CC base of BOXN examination to achieve flexibility in loading as well as less running of empty rates to improve WTR
- Stepping up new wagon induction
- Bringing parties under advance freight policy

Pending new line projects in Andhra Pradesh

779. SHRI KANAKAMEDALA RAVINDRA KUMAR: Will the Minister of RAILWAYS be pleased to state:

- (a) whether Railways is aware of the fact that there are around 16 new line projects pending in the State of Andhra Pradesh including Marikuppam-Kuppam new line;
- (b) if so, the details of the status of those new line projects as on date;
- (c) whether Railways has fixed any time frame to complete the new line projects without cost overrun;