

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:6612

ANSWERED ON:09.05.2002

REVENUE EARNINGS

ARUN KUMAR;CHANDRA NATH SINGH;JAIBHAN SINGH PAWAYIA;PUNNULAL MOHALE;SUKDEO PASWAN

Will the Minister of RAILWAYS be pleased to state:

- (a) the target fixed and actual earnings made by the Railways from freight and passenger traffic respectively during each of the last three years and till date, division-wise;
- (b) whether the Railways not only missed the freight target but also coaching earnings was lower than the target during the said period;
- (c) if so, the details thereof and the reasons therefor;
- (d) the steps taken by the Government to boost the Railways earnings from all sources; and
- (e) the target fixed by the Government for freight and coaching for 2002-2003?

Answer

MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINIST RAILWAYS (SHRI O RAJAGOPAL)

(a) to (e) A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO.6612 BY S/SHRI SUK PASWAN, ARUN KUMAR, JAIBHAN SINGH PAWAYIA, C.N. SINGH AND PUNNU LAL MOHALE TO BE ANSWERED I SABHA ON 9.5.2002 REGARDING REVENUE EARNINGS

(a) to (e) Traffic earnings of the Railways are not maintained division-wise. However, targets of freight and passenger earnings fixed for each zone vis-a-vis the actuals are given below:

(Rs. in crores)

Railway Zones	1999-2000		2000-01		2001-02		2002-03
Target	Actuals	Target	Actuals	Target	Approx.	Target	
Central							
Passenger	1916.24	1941.82	2053.80	2129.43	2268.79	2288.24	2719.34
Goods	3247.44	3228.48	3491.86	3363.14	3704.53	3961.88	4199.11
Eastern							
Passenger	942.83	920.02	1002.38	991.68	1073.99	1080.45	1272.97
Goods	2668.13	2589.92	2745.25	2674.98	2894.88	2685.00	2766.42
Northern							
Passenger	1834.08	1906.05	1966.29	2075.67	2319.81	2155.35	2643.18
Goods	3615.74	3951.10	3907.40	3884.57	4094.15	3872.38	4020.07

North Eastern

Passenger	539.25	549.73	604.70	590.48	645.86	616.01	712.31
Goods	343.69	417.19	453.74	490.20	535.75	542.52	597.47

Northeast Frontier

Passenger	179.44	185.00	198.24	201.58	227.52	215.28	262.75
Goods	362.38	432.27	434.85	512.66	516.80	632.40	620.21

Southern

Passenger	959.69	945.15	999.50	1057.15	1107.75	1151.30	1320.98
Goods	1196.13	1186.35	1279.78	1317.31	1433.39	1219.36	1302.58

South Central

Passenger	841.06	871.11	902.83	1012.82	1063.83	1095.01	1362.85
Goods	2366.09	2241.91	2464.39	2492.56	2738.20	2550.11	2783.57

South Eastern

Passenger	602.30	628.35	663.27	674.05	747.41	730.85	888.59
Goods	5313.09	5214.03	5627.75	5784.77	6202.12	6248.44	6520.71

Western

Passenger	1608.18	1608.39	1731.43	1750.31	1899.04	1809.94	2230.70
Goods	3228.31	2799.74	3202.98	2784.91	3115.18	3050.01	3307.86

Metro

Passenger	25.93	25.45	25.56	31.90	33.00	34.25	36.33
Goods

Indian Railways

Passenger	9449.00	9581.07	10148.00	10515.07	11387.00	11176.68	13450.00
Goods	22341.00	22060.99	23608.00	23305.10	25235.00	24762.10	26118.00

While Goods earnings have been below the target in all three years, in the case of Passenger earnings of the Railways there is a shortfall only in 2001-02 which is attributable to disruption of traffic due to development in Ayodhya and Gujarat in the recent months. Government's decision to suspend the 'Leave Travel Concession' to Government employees also adversely affected the Passenger earnings of the Railways. Freight earnings have been lower than the target because of lesser traffic offered by the core and non-core sectors due to recessionary trend in the economy.

Railways, with a view to augment earnings, are making vigorous marketing efforts including various discount schemes to capture additional freight traffic. Steps like augmentation of coaches and running of special trains, increasing PRS in 150 locations, introduction of Unreserved Ticketing System (UTS) and drive against ticket-less travelling are also being taken to enhance the Passenger earnings. Power Houses and other rail users are being pursued for clearance of outstanding dues. Besides, resource mobilization through commercial exploitation of railway land and air space, publicity rights at railway stations and on the rolling stock etc. are also being resorted to.