

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.1828
TO BE ANSWERED ON 26.07.2017**

REVENUE EARNINGS

1828. SHRI RAMESWAR TELI:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether there has been a decline in the total earnings of Railways in the past few years and if so, the details thereof;**
- (b) whether any comprehensive plan has been put in place to increase the earnings of the Railways and if so, the details thereof; and**
- (c) whether the decline in revenue earnings have adversely impacted the ongoing railway projects in the country and if so, the reasons therefor?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a) to (c) A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO.1828 BY SHRI RAMESWAR TELI TO BE ANSWERED IN LOK SABHA ON 26.07.2017 REGARDING REVENUE EARNINGS

(a): No, Madam. The details of earnings for the last three years are as under:-

(₹ in crore)

YEAR	2014-15	2015-16	2016-17
Total Earnings	157071.59	163790.95	165299.04

(b): Indian Railways strives continuously to explore potential areas to improve revenue generation.

Initiatives taken to increase passenger earnings include introduction of new trains, enhancement of composition of more popular trains, attachment of extra coaches in the existing trains, running of special trains during peak seasons, festivals and special events, operation of premium special trains on certain high-demand sectors with dynamic pricing.

Measures to improve parcel earnings include leasing parcel space to private parties, liberalization of parcel policy and delegation of powers to Zonal Railways to fix the reserve price in a manner so as to make it more attractive vis-à-vis road sector.

Steps taken for maximizing the freight earnings include rationalization of freight rates, effective marketing strategies to capture additional traffic to garner additional revenue.

Some of the initiatives are as under:-

- (i) Distance for Mini Rakes increased from 400KMs to 600KMs.**
- (ii) BCN wagons allowed for Two point/Multi point/Mini rake booking.**
- (iii) Liberalised Automatic Freight Rebate Scheme in Traditional Empty Flow Direction has been issued.**
- (iv) Port Congestion Charge (10% of Base Freight) has been withdrawn from 13.04.2016 on over all traffic loaded from Port.**
- (v) Rationalised Merry-go-Round policy has been issued w.e.f. 01.04.2016.**
- (vi) Dual Freight Policy for iron ore has been withdrawn with effect from May-2016.**
- (vii) Minimum distance for charge is reduced from 125 KMs to 100 KMs for all commodities.**
- (viii) Short Lead concession for charging of freight for all traffic re-introduced.**
- (ix) Classification of commodities for several items has been changed.**

- (x) Station to Station rates guidelines issued for concession in freight w.e.f. 29.09.2016.**
- (xi) Proliferation of Roll-on-Roll-off over Indian Railways.**
- (xii) Weighment of Bagged consignment policy has been liberlised.**
- (xiii) 43 Commodities added to Freight All Kinds rates to expand Container Traffic Basket.**
- (xiv) Station and Goods sheds notified in Group I & II are opened for Container operations.**
- (xv) Instructions for movement of HSD oil in BTPN rakes to Bangladesh have been issued.**
- (xvi) Coal Tariff has been rationalized.**
- (xvii) Policy for carrying bagged consignment in open wagons at concessional freight has been reintroduced.**
- (xviii) The permissible carrying capacity of BOXN groups of wagons rationalized for Bangladesh traffic.**
- (xix) Bridge surcharge for goods and passenger traffic levied on the Digha and Monghyr Bridge.**
- (xx) Inflation in distance for charge @ 50% on goods traffic in Bibinagar-Nadikudi section of SCR has been withdrawn.**
- (xxi) Policy on Long Term Tariff Contract with key freight customers have been issued on 30.03.2017.**

To increase sundry other earnings, various initiatives such as bulk advertising rights, vinyl wrapping of trains, on board infotainment, commercial exploitation of surplus railway land, land lease, right of way charges, online booking of retiring rooms through IRCTC website etc. have been adopted.

Zonal Railways have also been instructed to make special efforts to increase the earnings from Commercial Publicity.

(c): No, Madam. Ongoing railway projects like New Lines, Gauge Conversion, Doubling, Electrification and MTP are financed through Gross Budgetary Support (GBS) received from the Government and Extra Budgetary Resources. Railways have prioritized projects based on last mile connectivity criteria, remunerativeness, operational requirement and resource availability to make optimum utilisation of resources.
