

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3492
TO BE ANSWERED ON 17.03.2021**

PERFORMANCE OF RAILWAY ZONES

3492. SHRIMATI SUPRIYA SULE:

SHRI SUNIL DATTATRAY TATKARE:

DR. AMOL RAMSING KOLHE:

DR. DNV SENTHILKUMAR. S.:

DR. SUBHASH RAMRAO BHAMRE:

SHRI KULDEEP RAI SHARMA:

Will the Minister of RAILWAYS be pleased to state:

- (a) the extent to which the Railway Zones have achieved the objectives for which they have been established;**
- (b) whether every new Railway Zone created has fulfilled the factors like size, workload, accessibility, traffic pattern, operational and administrative requirements and if so, the details thereof, zone-wise;**
- (c) the details of gross income of each division since its creation, division and zone-wise;**
- (d) whether the Southern Railway has reported low income compared to other Railway Zones;**
- (e) if so, the details thereof and the reasons therefor;**
- (f) whether the Government proposes to sanction more Railway Zones considering the demands of various States and if so, the details thereof; and**
- (g) whether the Railway Board has conducted rating of its zones, if so, the details and the outcome thereof and the steps taken by the Government to improve overall performance of all the Railway Zones so as to improve profitability of the Railways?**

ANSWER

MINISTER OF RAILWAYS, COMMERCE & INDUSTRY AND CONSUMER

AFFAIRS, FOOD & PUBLIC DISTRIBUTION

(SHRI PIYUSH GOYAL)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (g) OF UNSTARRED QUESTION NO.3492 BY SHRIMATI SUPRIYA SULE, SHRI SUNIL DATTATRAY TATKARE, DR. AMOL RAMSING KOLHE, DR. DNV SENTHILKUMAR. S., DR. SUBHASH RAMRAO BHAMRE AND SHRI KULDEEP RAI SHARMA TO BE ANSWERED IN LOK SABHA ON 17.03.2021 REGARDING PERFORMANCE OF RAILWAY ZONES

(a) & (b): Zones on Indian Railways are created keeping in view the factors like size, workload, accessibility, traffic patterns and other operational/administrative requirements consistent with the needs of economy and efficiency. All the Railway Zones are performing at optimum level to achieve Indian Railways' primary objective of providing safe, efficient, financially viable, customer-focused and environment friendly integrated transportation solutions.

(c): Earning records are not maintained division-wise. Details of all Zones, including total earnings, zones-wise since last re-organisation of Indian Railways in 2003-04, are given below:

S.No.	Zonal Railway	Headquarter	Year of Creation	Number of Divisions	Gross earnings since 2003-04 to 2019-20 (₹ in Crore)
1.	Central Railway	Mumbai	1951	5	159,524.38
2.	Eastern Railway	Kolkata	1952	4	79,050.28
3.	East Central Railway	Hajipur	2002	5	127,564.11
4.	East Coast Railway	Bhubaneswar	2003	3	169,188.83
5.	Northern Railway	New Delhi	1952	5	195,345.30
6.	North Central Railway	Prayagraj	2003	3	162,311.74
7.	North Eastern Railway	Gorakhpur	1952	3	36,494.36
8.	Northeast Frontier Railway	Guwahati	1958	5	62,541.52
9.	North Western Railway	Jaipur	2002	4	77,796.84
10.	Southern Railway	Chennai	1951	6	95,484.25
11.	South Central Railway	Secunderabad	1966	6	180,959.33
12.	South Eastern Railway	Kolkata	1955	4	151,368.99
13.	South East Central Railway	Bilaspur	2003	3	135,056.42
14.	South Western Railway	Hubli	2003	3	58,351.45
15.	Western Railway	Mumbai	1951	6	153,513.33
16.	West Central Railway	Jabalpur	2003	3	123,028.00
17.	Metro Railway	Kolkata	2010	-	2,254.96
	Total			68	1,969,834.08

(d): No, Sir.

(e): Does not arise.

(f): The Government has recently approved setting up of a new Railway Zone viz. South Coast Railway (SCoR) with its headquarter at Visakhapatnam. Apart from this, the Government does not propose to sanction any other railway zone.

(g): There is no existing practice to give ratings to various Railway zones. However, to assign greater accountability to the Zonal Railways and also to ensure that decision making at field level gets expedited, Memorandum of Understanding (MOU) is signed between Secretary, Railway Board and General Managers of each Zonal Railway. Under these MOUs, all the Zonal Railways, undertake to achieve the targets for Key Performance Indicators (KPIs) given in the MOU. These KPIs inter-alia cover operational and financial performance, infrastructure creation works, capacity utilization, asset maintenance and reliability.

To improve overall performance of all Railway zones and profitability of Railways, thrust is on setting targets for all zones in the beginning of the Financial Year for freight loading, passenger traffic, earnings, expenditure, punctuality and infrastructure creation, and reviewing the performance regularly. Further, annual targets are also being set for improving asset utilization and productivity. The performance is evaluated and monitored regularly through monthly review meeting. Issues and constraints faced by zones regarding performance are also addressed regularly. To encourage competition amongst Railway Zones, the best overall performing Zone is awarded every year. Awards are also given to Zones for excellence in performance in specific areas also.
