

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 2042  
TO BE ANSWERED ON 09.03.2016**

**REVENUE LOSSES IN RAILWAYS**

**2042. SHRI RAM MOHAN NAIDU KINJARAPU:  
SHRI NAGAR RODMAL:  
SHRI HARISHCHANDRA CHAVAN:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the details of revenue generated/loss incurred by the Railways during each of the last three years and the current year, till date;**
- (b) the details of key areas/sectors incurring losses;**
- (c) whether the Railways is contemplating to generate revenue from any other source instead of increasing railway fare to minimize financial losses; and**
- (d) if so, the details thereof; and the strategy worked out by the railways to bring drastic changes in the infrastructural facilities?**

**ANSWER**

**MINISTER OF STATE IN THE MINISTRY OF RAILWAYS**

**(SHRI MANOJ SINHA)**

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

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 2042 BY SHRI RAM MOHAN NAIDU KINJARAPU, SHRI NAGAR RODMAL AND SHRI HARISHCHANDRA CHAVAN TO BE ANSWERED IN LOK SABHA ON 09.03.2016 REGARDING REVENUE LOSSES IN RAILWAYS.**

**(a): The details of revenue earned and surplus generated by the Railways during each of the last three years and the current year is as under:**

**(₹ in crore)**

	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16 (upto Jan.-16)</b>
<b>Revenue earned</b>	<b>123901.01</b>	<b>139837.70</b>	<b>157071.58</b>	<b>134338.19</b>
<b>Surplus generated</b>	<b>8266.25</b>	<b>3740.40</b>	<b>7664.94</b>	<b>Surplus is calculated annually</b>

**(b): Overall there is no deficit. Indian Railways carries out certain transport activities which are uneconomic in nature but carried out in the larger interest of the society. The details of estimated losses incurred on account of these activities during the year 2015-16 are as under:-**

**(₹ in crore)**

<b>S.No.</b>	<b>Details</b>	<b>Amount</b>
<b>1</b>	<b>Loss in Coaching services (Suburban &amp; Non-suburban passenger traffic, parcel, luggage etc.)</b>	<b>34030.69</b>
<b>2</b>	<b>Loss on essential commodities below cost of operation</b>	<b>76.19</b>
<b>3</b>	<b>Total (S.No. 1 and 2)</b>	<b>34106.88</b>
<b>4</b>	<b>Deduct- Staff welfare and law &amp; order costs</b>	<b>9168.31</b>
<b>5</b>	<b>Net Social Services Obligation</b>	<b>24938.57</b>

**(c)&(d): Various measures taken by Railways to augment revenue includes following:**

**Passenger Traffic:**

**i. Augmentation of ticket selling capacity through operation of automatic ticket vending machines (ATVM), Cash-Coin and Smart Card operated tickets vending machines (CoTVM), Mobile ticketing, utilizing the services of ticketing agents like Jan Sadharan Ticket Booking Sewaks (JTVS), Station Ticket Booking Agents (STVA), Yatri Ticket Suvidha Kendra (YTSK) etc.**

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- ii. Organising intensive ticket checking drives including fortress checks etc.**
- iii. Augmentation of services by attachment of additional coaches, running of special trains during festivals and holidays, running of Suvidha trains etc.**

**Goods Traffic:**

- i. Liberalized Wagon Investments Scheme (LWIS).**
- ii. Special Freight Train Operator (SFTO).**
- iii. Automobile Freight Train Operator (AFTO).**
- iv. Private Freight Terminal (PFT).**

**Apart from targeting higher revenues from its core business of passenger and freight, Railways are exploring alternate sources of revenue in non-core areas like commercial exploitation of surplus Railway land, land lease, right of way charges, advertisement of Railways premises/rolling stock, parcel business etc. As regards execution of infrastructural facilities, the strategy is to increase the pace of expansion & decongestion of the network, increase electrification, implement dedicated freight corridors project and seek private investment for rail connectivity and other projects.**

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