

## Railways

9.53 The Indian Railways have an extensive network which is spread over 62,759 route kilometers, comprising Broad Gauge (44,383 Rkm), Metre Gauge (15,013 Rkm) and Narrow Gauge (3,363 Rkm). Electrified networks account for about 24 per cent of the total route kilometer.

9.54 The year 1999-2000 was marked by setting in of economic recovery after a recessionary phase. Against the target of 450 million tonnes of revenue earning goods traffic, the Railways' freight traffic aggregated to 456.4 million tonnes. This was 8.4 per cent higher than the performance in 1998-99. The revenue earning freight traffic carried during April-December, 2000-01 constituted an increase of 5.2 per cent over April-December, 1999-2000. A positive growth in traffic has taken place in all the bulk commodity groups during this period except Foodgrains and Fertilizers (Table 9.6). However, in as much as the average leads of several items including Coal, Iron & Steel and Iron Ore for exports have come down, the overall increase in revenue earning goods traffic

in terms of NTKM during April-November 2000 works out to 3.0 per cent.

9.55 With over 15,50,000 employees, Railways are the largest employer among public sector undertakings in the country and a substantial portion of their Gross Expenditure is spent in staff costs including pension liabilities. This has risen appreciably recently due to the V central pay commission recommendations. With a view to reducing the impact of rising staff costs, Railways have developed a two-pronged strategy. A 10-year perspective plan for manpower planning has been drawn. Simultaneously, a large number of initiatives have been taken to improve staff productivity with a view to providing cost-effective services to customers. Measures towards modernisation of infrastructure and rolling stock, induction of computerisation and information technology at an accelerated pace, enhanced manpower productivity and a significant improvement in work culture at all levels, are being adopted progressively for meeting the challenges posed by economic liberalisation and stiff competition from other modes of transport.

**TABLE 9.6**  
**Performance of the Railways**

	1998-99	1999-00*	April-November*		Change over previous year	
			1999	2000	1999-00	2000-01@
					<i>(per cent)</i>	
Total revenue earning freight traffic (million tonnes)	420.9	456.4	290.4	306.7	8.4	5.6
(i) Coal	197.6	210.0	134.6	144.4	6.3	7.3
(ii) Raw Materials for steel plants (excl.coal)	35.9	37.3	24.1	25.4	3.8	5.5
(iii) Pig iron & finished steel from steel plants	11.0	12.1	7.5	7.6	10.2	1.7
(iv) Iron ore for export	11.5	12.3	7.5	9.2	7.2	22.9
(v) Cement	36.8	43.6	27.4	28.3	18.7	3.4
(vi) Foodgrains	27.6	31.1	19.6	16.8	13.0	-14.4
(vii) Fertilizers	27.8	31.1	21.4	18.9	12.1	-11.9
(viii) POL	33.0	34.3	22.4	23.9	3.9	6.4
(ix) Balance (other goods)	39.9	44.6	26.1	32.4	11.9	24.1
2. Net tonne kilometers (billion)	281.5	305.2	196.2	202.0	8.4	3.0
3. Net tonne kilometers per wagon per day (broad gauge)	1904.0	2027.0	1941.0	2010.0	6.5	3.6
4. Passenger traffic originating (million)	4411.0	4585.0	2637.0**	2823.0**	3.9	7.1
5. Passenger kilometers (billion)	403.9	430.7	244.3**	269.4**	6.6	10.3

\* Provisional.

@ April-November

\*\* April-October

9.56 The Railways have been performing a unique and challenging role of functioning both as a commercial undertaking as well as provider of public utility service. The latter involves a measure of cross-subsidisation of passenger service by freight revenues as well as operating certain uneconomic services like those in certain suburban sections and branch lines in order to provide cheap and affordable transport to the public at large.

9.57 The Railways have launched a number of schemes to mobilise extra-budgetary resources to meet the needs of growth and development. To supplement investment, partnerships with private sector and State Governments for specific projects are being forged. In addition to Build-Own-Lease-Transfer (BOLT) and Own Your Wagon Scheme (OYWS), other initiatives to attract private participation include setting up a private terminal and public-private partnership to provide railway connectivity to new upcoming ports. Joint ventures with some State Governments for executing projects have also been envisaged. Two separate Memoranda of Understanding were signed with Government of Karnataka and Government of Andhra Pradesh to formalise their financial participation in certain railway projects in their respective States. The MOU between Government of Karnataka and Ministry of Railways envisages formation of a joint-venture company, funded by the Central Government, the State Government, financial institutions and others. The Joint-venture Company will be under-written by Government of Karnataka and will raise resources for early completion of certain identified railway projects in Karnataka. Similarly the MOU with Government of Andhra Pradesh envisages formation of a joint-venture company to plan and implement a model scheme of seamless Multi-modal Urban Transport System involving both rail and road. An SPV with equity participation of Ministry of Railways and M/s Gujarat Pipavav Port Ltd. (GPPL) has been planned to provide Broad Gauge connectivity to the Port of Pipavav on the West Coast of India by conversion of Surendranagar-Rajula City

(250 km.) meter gauge line and a new line from Rajula City to the Port of Pipavav. Proposals to connect Mundra Port on the West Coast and Dhamra Port on the East Coast to the Broad Gauge network of Indian Railways through a suitable framework are also under active consideration of the Ministry of Railways. The Railways also expect to augment revenues from non-traditional sources, such as, commercial publicity, commercial use of land and air space and utilisation of 'right of way' of optic fiber cable network. Parcel services of Indian Railways are also being improved with leasing of space in brake vans of passenger trains. With fast growth in cargo in private sector, it has become possible to offer better quality of service by guaranteed clearance of cargo through regular train services.

9.58 Safety is an inherent element underlying all modernisation and technological up-gradation that have been planned in the Indian Railways. Some of the important steps taken to upgrade infrastructure in this respect are enumerated in the Box 9.7.

#### **BOX 9.7**

##### **Safety and Upgradation of Railway Infrastructure**

- Operational speeds of coaches are ascertained by instrumented oscillation trials conducted on representative tracks. Actual operating speeds are kept at 10 per cent lower than the tested speed, keeping performance well within the safety criteria.
- All Production Units and Workshops have taken action to fulfil the Quality Standards requirements of ISO-9000
- In order to achieve the desired quality of material, the Railways have been instructed to ensure that safety related spares are procured only from RDSO approved sources.
- In view of the dilapidated condition of the BOX-wagon fleet and in consonance with RSRC recommendation, coal life of BOX-wagons has been reduced from 35 years to 30 years,
- A pilot project of radio based Automatic Warning System (IR-ETCS Level 2) has been sanctioned for Delhi-Mathura section of Central Railway.
- Funds received from the diesel cess are being used for safety related works pertaining to level crossings.