

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 3944
ANSWERED ON 04.04.2025

REVENUE OF RAILWAYS FROM GOODS WAGON OPERATIONS

3944 DR. AJEET MADHAVRAO GOPCHADE:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the steps taken to increase revenue for the Railways from goods wagon operations, division-wise;
- (b) the measures in place for the prompt repair or replacement of aging goods wagons; and
- (c) the details of the measures implemented to ensure the accuracy of weight measurements for railway parcel and goods wagons at each railway station or yard, division-wise?

ANSWER

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

- (a) The details of freight carried by Indian Railways (IR) since 2020-21 are as below:

Financial Year	Freight loading (in MT)	Freight Revenue (₹ in Crore)
2020-21	1233	1,17,232
2021-22	1418	1,41,096
2022-23	1512	1,62,263
2023-24	1591	1,68,293
2024-25 (Provisional)	1617	1,75,302

Further, during 2024-25 IR has transported 1617 MT (provisional) of freight traffic (31% more than 2020-21 freight loading), becoming second largest freight carrying Railways in the world.

In order to enhance the modal share in freight transportation, IR has taken up several measures, such as the following:

- (i) Network expansion to augment the network capacity by construction of new lines, multi tracking of existing lines and gauge conversion of existing lines. The details of new tracks laid during the last 10 years are as under:

Period	New Tracks Commissioned	Average Commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-24	31,180 Km	8.54 Km/day (more than 2 times)

- (ii) Removing bottlenecks in operations by yard remodelling, construction of bypass/chord lines, rail flyovers etc.
- (iii) Indian Railways has taken up electrification of Railway lines in a mission mode. So far, about 98% of the Indian Railways Broad Gauge (BG) network has been electrified, and balance sections have been taken up. Significant progress has been made in Railway electrification in recent years. A comparison of electrification before and after 2014 is as follows:

Period	Route Kilometre
Before 2014	21,801
2014-25(up to Feb 25)	45,922

- (iv) Setting up of Gati Shakti Multi Modal Cargo Terminal under GCT policy: Till 28.02.2025, total 97 GCTs have already been commissioned with an estimated potential of handling traffic of 150 million tonne per annum.
- (v) Procurement of Wagons and Locomotives: To increase freight carrying capacity, large number of wagons have been procured and locomotives have been manufactured. During 2014 to 2025 (up to February 2025), about 2 lakh wagons have been procured more than 10,000 locomotives have been added for increasing freight loading and mobility.
- (vi) Liberalised Automatic Freight Rebate scheme for traffic loaded in empty flow direction.
- (vii) Discount in freight to Fly ash/Bed ash traffic.
- (viii) Cargo Aggregator Transportation Product, for facilitating cargo aggregation.
- (ix) Telescopic rate to domestic coal transported through Rail- Sea- Rail (RSR) mode.
- (x) Setting up of Business Development Units at Divisional, Zonal and Board level.

(b) There is a well-established system of inspection and maintenance of wagons on IR as per laid down schedule. Wagons are replaced based on condition, prescribed codal life. Further, regular training is imparted to maintenance personnel.

(c) Weighbridges are installed at major loading points, which are calibrated/certified by the concerned authorities of State governments. The measures taken to ensure accuracy of weighment across the Divisions include the following:

- Weigh Bridge Module on Freight Maintenance Management (FMM) portal has been created to monitor details of downtime, stamping, calibration, inspection etc. of weigh bridges.
- Scheduled inspections of Electronic-in-Motion Weighbridges (EIMWBs) are conducted by Zonal Railways.
