

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 754
ANSWERED ON 05.12.2025

MEASURES TO INCREASE REVENUE OF RAILWAYS

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Will the Minister of RAILWAYS be pleased to state:

- (a) the steps taken by Railways in the last five years and its future roadmap to enhance revenue through measures like better freight transport, passenger services, land leasing, advertising, catering and parcel services, power generation and station redevelopment; and
- (b) whether it is a fact that while freight services generate profits, the passenger services incur significant losses, if so, the reasons and in what manner Government proposes to improve this situation and profits?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

- (a) & (b): Indian Railways has taken several measures during the last few years to enhance the freight loading and revenue which includes:
 - To increase the network capacity, rail network expansion has been taken up in a big way by construction of new lines, multi tracking of existing lines and guage conversion of existing lines. The details of new tracks laid during the 10 years are as under:

Period	New Tracks Commissioned
2009-14	7,599 km
2014-25	34,428 km

Further as on 01.04.25, there are **431** (154 New Line, 33 Gauge Conversion and 244 Doubling) projects sanctioned. The summary of which is as under:

Category	No. of Projects	Total Length (km)	Length completed till Mar'25 (Km)	Balance length (Km)	Cost (Cr.)
New lines	154	16,142	3,036	13,105	3,77,389
Gauge conversion	33	4,180	2,997	1,183	43,820
Doubling/Multi tracking	244	15,644	6,736	8,909	2,53,711
Total	431	35,966	12,769	23,197	6,74,920

- Removing bottlenecks in operations by yard remodeling, construction of bypass/chord lines, rail flyovers etc.
- The construction of Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km) has been taken up. Out of total 2843 kms, 2741 route kms (96.4%) has been commissioned and operational.
- Indian Railways has taken up electrification of Railway lines in a mission mode. So far, about 99.1% of Broad Gauge (BG) network has been electrified. A comparison of electrification before and after 2014 is as follows:

Period	Route Kilometre
Before 2014	21,801
2014-25	46,900

- Procurement of Wagons and Locomotives: To increase freight carrying capacity, large numbers of IR wagons have been procured and locomotives have been manufactured. During 2014 to 2025, about 2 lakh wagons have been procured and more than 10,000 locomotives have been added for increasing freight loading and mobility.
- Industry participation in investment in General Purpose Wagons, Special Purpose/High-Capacity wagons and Automobile carrier wagons for cement, oil, steel, fly-ash, automobile

etc. So far, around 240 rakes of special purpose wagons, 374 rakes of general-purpose, wagons and 48 rakes of automobile wagons have been inducted.

- Under the ‘Gati Shakti Multi-Modal Cargo Terminal (GCT)’ policy so far, 118 new GCTs have been commissioned, with an estimated traffic capacity of 192 million tonnes per annum (MTPA). In addition, for improvement of freight and parcel terminals from the financial year 2023-24 onwards, an amount of ₹14,500 crore has been allocated.
- A “Bulk Cement Terminal Policy” for setting up terminals on Railway land has been launched recently as part of Railway reforms for facilitating Bulk Cement transportation.
- Ensuring increased availability of rakes/wagons against demand.
- Increasing the loadability for carrying additional traffic per wagon. Length of freight trains has also been increased to increase throughput per train
- Use of Information Technology in freight operations to improve monitoring and utilization of assets.
- Induction of higher horsepower locomotives.
- Improvement in maintenance practices of wagons and locomotives resulting in increased availability of loco and rolling stock for traffic use.
- Improvement in track and signaling standards to carry higher volume of traffic.
- Training of staff and officers to adopt the new technology and management practices.

Because of the above measures, the freight loading has increased from 1,233 MT in 2020-21 to 1617 MT in 2024-25. During 2024-25, IR has transported 1617 MT thus becoming second largest freight carrying Railways in the world.

Under the Amrit Bharat Station scheme, so far 1337 stations have been identified and works of 155 stations have been completed. This scheme envisages creation of City Centres at the station providing more opportunities for revenue generation.

Further to above, other policy initiatives like proliferation of e-catering, premium single brand food outlet, Rail Coach Restaurants, etc. are intended for revenue generation.

Indian Railways continuously strive to improve passenger traffic and passenger earnings over its network. With a view to ensure optimum utilisation of available accommodation and enhance earnings, various initiatives like running of special trains, augmentation of on-board capacity, introduction of new trains with modern facilities, periodical review of reservation quota wherever required, extension of Alternate Train Accommodation Scheme known as VIKALP have also been undertaken.

Indian Railways provide affordable services to all strata of the society. During the year 2023-24, the cost of passenger services was 138.71 paisa per Passenger Km while the earning from passenger services was only 72.72 paisa per Passenger Km. This amounts to a subsidy of ₹60,466 cr (provisional) on passenger tickets in 2023-24. On account of Social Service Obligations, IR operates trains on uneconomic branch lines, strategic lines, transportation of essential commodities etc.

Evaluation and rationalization of passenger fares is a continuous and ongoing process. Passenger freight has also been rationalized with effect from 01.07.2025 after a gap of more than five years. The increase in fare is very low to maintain affordability of middle and lower income group.
