

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 1549
ANSWERED ON 31.07.2026

FREIGHT VOLUME AND EARNINGS OF INDIAN RAILWAYS

1549 SHRI MALLIKARJUN KHARGE:

Will the Minister of RAILWAYS be pleased to state:

- (a) freight volume carried during each of last five years, commodity-wise and year-wise, including coal, foodgrains, fertilisers, cement, iron ore, steel, petroleum products;
- (b) freight earnings realised during the same period, year-wise;
- (c) whether Indian Railways has recorded a slowdown or decline in freight traffic or earnings in any of these years, if so, the details thereof;
- (d) whether the Ministry has assessed extent to which a modal shift to road transport has affected railway freight volumes, if so, the findings of such assessments; and
- (e) the steps taken or proposed to increase freight share, improve logistics efficiency and enhance revenue from freight operations?

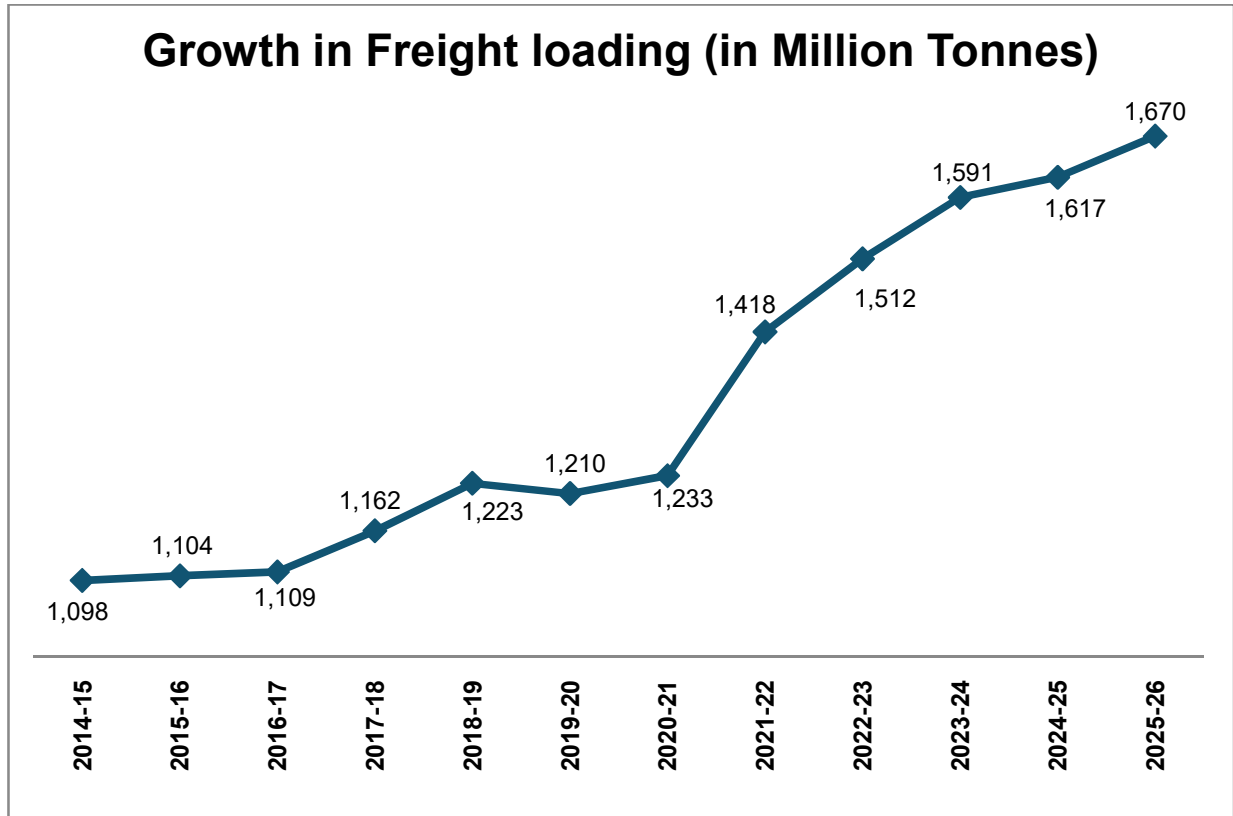
ANSWER

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY
(SHRI ASHWINI VAISHNAW)

(a) to (e): Indian Railway has taken several measures during the last few years to enhance bulk and non-bulk cargo loading and revenue. Freight loading since 2014 is as below:

Year	Freight loading (in Million Tonnes)
2014-15	1,098
2015-16	1,104
2016-17	1,109
2017-18	1,162
2018-19	1,223
2019-20	1,210
2020-21	1,233
2021-22	1,418
2022-23	1,512

2023-24	1,591
2024-25	1,617
2025-26	1,670



The freight loading has increased to 1,670 MT in 2025-26, thus making Indian Railways the second largest freight carrying Railways in the world.

Capacity enhancement of railway network has been taken up by Indian Railways in a big way during last 12 years. The details of commissioning/laying of new track across Indian Railways are given below:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-26	36,429 Km	8.32 Km/day (nearly 2 times)

During the last 05 years, 338 projects (New Line, Gauge Conversion and Doubling) costing approx. Rs.4,00,393 Crore have been sanctioned on Indian Railways. This will enhance the capacity of railway network to run more number of trains.

Some of the major projects sanctioned are as follows:

SN	Project Name	Cost (₹ in Crore)
1	Chopan – Chunar doubling (102 Km)	1,553
2	Guntur – Bibinagar doubling (239 Km)	3,238
3	Mudkhed – Medchal& Mahbubnagar – Dhone doubling (418 Km)	5,655
4	Samakhiali – Gandhidham Quadrupling (53 Km)	1,571
5	Merta City – Ras & Bypass at Merta Road new line (56 Km)	1,038
6	Lumding – Furkating doubling (140 Km)	2,334
7	Ajmer – Chanderiya doubling (178 Km)	1,813
8	Motumari – Vishnupuram with RoR doubling (100 Km)	1,746
9	Bikramshila – Katareah new line with new bridge on river ganga (26 Km)	2,549
10	Gunupur – Therubali new line (74 Km)	1,326
11	Malkangiri – Pandurangapuram new line (174 Km)	4,109
12	Badampahar – Kendujhargarh new line (82 Km)	2,106
13	Junagarh – Nabarangpur new line (116 Km)	3,274
14	Buramara – Chakulia new line (60 Km)	1,639
15	Ajanta Caves Rail Connectivity (174 Km)	7,105
16	Bangriposi – Gorumahisani new line (86 Km)	2,549
17	Chandil – Anara – Damodar 3rd line (121 Km)	2,170
18	Bargarh Road – Nawapara Road new line (138 Km)	2,926
19	Sardega – Bhalumuda new double line (37 Km)	1,360
20	Varanasi – Pt. Deen Dayal Upadhyaya Multitracking with rail cum road bridge on river ganga (15 Km)	2,642
21	Jalgaon – Manmad 4th line (160 Km)	2,773
22	Bhusawal – Khandwa 3rd & 4th line (131 Km)	3,514
23	Sambalpur – Jarapada 3rd & 4th line (127 Km)	3,916
24	Jharsuguda – Sason 3rd & 4th line (35 Km)	1,181
25	Gondia – Ballarshah doubling (240 Km)	4,819
26	Kharsia – Naya Raipur – Parmalkasa 5th & 6th line (278 Km)	8,741
27	Wardha – Balharshah Quadrupling (135 Km)	2,381
28	Ballari – Chikjajur doubling (185 Km)	3,342

SN	Project Name	Cost (₹ in Crore)
29	Koderma – Barkakana doubling (133 Km)	3,063
30	Itarsi – Nagpur 4th line (297 Km)	5,451
31	Dangoaposi – Jaroli 3rd & 4th line (43 Km)	1,752
32	Secunderabad – Wadi 3rd & 4th line (173 Km)	5,012
33	Furkating – New Tinsukia doubling (194 Km)	3,634
34	Bakhtiyarpur – Rajgir – Tilaiya doubling (104 Km)	2,192
35	Gondia – Dongargarh 4th line (84 Km)	2,223
36	Wardha – Bhusawal 3rd & 4th line (314 Km)	9,197
37	Hosapete – Bellary quadrupling (65 Km)	2,372
38	Kasara – Manmad 3rd & 4th line (131 Km)	10,154
39	Punarakh – Kiul 3rd & 4th line (50 Km)	2,668
40	Gamharia – Chandil 3rd & 4th line (55 Km)	1,168
41	Sainthia- Pakhur 4th Line (81 Km)	1,569
42	Santragachi- Kharagpur 4th line (111 Km)	2,905
43	Nergundi – Barang & Khurda Road – Vizianagaram 3rd line (385 Km)	5,618
44	Son Nagar – Andal Multi tracking (375 Km)	13,606
45	Gorakhpur Cantt – Valmiki Nagar doubling (96 Km)	1,270
46	Jaipur – Sawai Madhopur doubling (131 Km)	1,269
47	Luni – Samdari – Bhildi doubling (272 Km)	3,531
48	Narkatiaganj – Raxaul – Sitamarhi – Darbhanga & Sitamarhi – Muzaffarpur doubling (256 Km)	4,553
49	Prayagraj (Iradatganj) – Manikpur 3rd line (84 Km)	1,640
50	Tirupati – Pakala – Katpadi doubling (104 Km)	1,332
51	Ratlam – Nagda 3rd and 4th line (41 Km)	1,018
52	Aluabari Road – New Jalpaiguri 3rd & 4th line (57 Km)	1,786
53	Aurangabad (Chhatrapati Sambhajinagar) – Parbhani (177 Km)	2,179
54	Bhagalpur – Dumka – Rampurhat doubling (177 Km)	3,169
55	Itarsi – Bina 4th line (237 Km)	4,329
56	Vadodara – Ratlam 3rd & 4th line (259 Km)	8,885
57	Devbhumi Dwarka (Okha) – Kanalus doubling (141 Km)	1,457
58	Badlapur – Karjat 3rd and 4th line (32 Km)	1,324

SN	Project Name	Cost (₹ in Crore)
59	Delhi – Ambala Cantt 3rd & 4th line (194 Km)	5,983
60	Gondia – Jabalpur doubling (231 Km)	5,236
61	Manmad – Indore new line (360 Km)	18,529
62	Errupelam – Amaravati – Nambur new line (57 Km)	2,245
63	Vadhavan Port and New Palghar station new double line (22 Km)	1,507
64	Deshalpar – Hajipir – Luna and Vayor – Lakhpat new line (145 Km)	2,526
65	Sainthia - Pakur 4th Line (81 Km)	1,569
66	Santragachi - Kharagpur 4th Line (111 Km)	2,905
67	Rajahmundry (Nidadavolu)- Visakhapatnam (Duvvada) 3rd & 4th line (198 Km)	9,889
68	Ghaziabad-Sitapur 3rd & 4th line (403 Km)	14,926
69	Nagda-Mathura 3rd & 4th line (568 Km)	16,403
70	Burhwal-Sitapur City 3rd & 4th line (103 Km)	2,276
71	Guntakal-Wadi 3rd & 4th line (230 Km)	4,758
72	Ahmedabad (Sarkhej) -Dholera Semi High-Speed Double Line (134 Km)	20,667

Some of the Projects recently completed are as follows:

SN	Name of project	Length (in Kms)
1	Udhampur- Srinagar- Baramulla new line	272
2	Bhairabi - Sairang New Line	51
3	Deoband - Roorkee New Line	27
4	Churu - Ratangarh Doubling	43
5	Tori-Shivpur 3rd Line	44
6	Araria - Galgalia New Line	110
7	Himmatnagar - Khedbrahma Guage Conversion	55
8	Bahraich- Nanpara -Nepalganj Guage Conversion	56
9	Domingarh- Gorakhpur -Kusumi 3rd Line & Gorakhpur -Nakaha Doubling	21
10	Vijapur - Ambaliyasan Guage Conversion	43
11	Pune- Miraj -Londa Doubling	467
12	Manmad - Jalgaon 3rd Line	160
13	Phephna –Indara- Mau -Shahganj Doubling	150

14	Adraj -Moti -Vijapur Gauge Conversion	40
15	Katni -Bina 3rd Line	279
16	Gandhidham- Adipur Quadrupling	21
17	Khatuwas - Narnaul Doubling	24
18	Penukonda- Dharmavaram Doubling	42
19	Churu - Sadulpur Doubling	58
20	Nimach - Ratlam Doubling	133
21	Samastipur - Darbhanga Doubling	38
22	Daund - Manmad Doubling	236
23	Dallirajhara - Rowghat New Line	95
24	Amethi- Pratapgarh - Janghai Doubling	87
25	Gonda - Burhwal 3rd Line	62
26	3rd and 4th line connectivity at Arakkonam Yard	6

As on 01.04.2026, across Indian Railways, 514 Railway infrastructure projects (169 New Line, 29 Gauge Conversion and 316 Doubling) of total length 40,000 Km, costing approx. Rs. 8.31 lakh crore are sanctioned. The summary is as under:-

Category	No of Projects	Total Length NL/GC/DL (Km)	Length Commissioned till Mar'26 (Km)	Total Exp upto Mar'26 (Rs. in Crore)
New lines	169	16,634	3,361	1,57,572
Gauge conversion	29	3987	3,045	24,227
Doubling	316	19,379	6,177	1,23,454
TOTAL	514	40,000	12,583	3,05,253

Various steps taken by the Government for effective and speedy implementation of rail projects include:

- Substantial increase in allocation of funds.
- Delegation of powers at field level.
- Close monitoring of progress of project at various levels.
- Regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife clearances and for resolving other issues pertaining to projects.

In order to improve efficiency and enhance earning of freight movement a number of measures and initiatives have been undertaken. Some of them are as under:

- Introduction of telescopic rate for transportation of domestic coal in Rail-Sea-Rail (RSR) mode.
- Introduction of GTKM-based Haulage Rate for Bulk Cement in Tank Containers, for Salt, Food grain, Fertilizer and Fly Ash traffic in container.
- Introduction of per tonne-kilometre based freight rate for Salt, Food grain, fertilizer, POL and Fly Ash traffic in General Purpose Wagon.
- Introduction of freight rate structure on per wagon-kilometre based haulage rate for Double Stack, Single Stack Empty Haulage for Automobile traffic.
- Policy for Cargo Aggregation-Cargo Aggregator Transportation Product.
- Liberalised Automatic Freight Rebate Scheme in Traditional Empty Flow Directions.
- Station to Station Rates Policy.
- Merry-Go-Round Policy.
- Policy of concession on short lead traffic.
- Exemption of levy of Busy Season Charge on Bamboo Traffic in North Eastern Region.
- Discount on empty haulage of containers transportation Chemical Gypsum and Tiles traffic to originating station/cluster.
- Notification of lean season of Covered wagons (BCN group) & Open wagons for FY 2026-27.
- 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.
- For increasing network capacity-multitracking on busy section, ROR, bypass on busy junctions are being taken up.
- Use of Information Technology in freight operations to improve monitoring and utilization of assets.
- Induction of higher capacity and high speed wagons.
- Improvement in maintenance practices of wagons and locomotives resulting in increased availability of loco and rolling stock for traffic use.
- Improvement in track and signalling to carry higher volume of traffic.
- Training staff and officers to adopt the new technology and management practices.

Further, Commodity-wise details and earnings realised is given in Annual Statistical Statements which is available on the Indian Railways website: www.indianrailways.gov.in.
