

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3090
TO BE ANSWERED ON 14.03.2018**

CARGO CONTAINER BUSINESS

3090. ADV. NARENDRA KESHAV SAWAIKAR:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of container cargo handled by the Railways during the last three years;

(b) whether the business handled by the Railways is much less than the cargo handled by the roadways;

(c) if so, the details thereof together with the reasons therefor;

(d) whether charges of railway containers are much higher than charges of roadways; and

(e) if so, whether the Government would consider reduction in charges to make them competitive and if so, the details thereof?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a) The details of container cargo handled by the Railways during the last three years in Million Tons (MT) are as under:

Year	Domestic Traffic (in MT)	Exim Traffic (in MT)	Total (In MT)
2014-15	10.50	38.34	48.84
2015-16	9.06	37.13	46.19
2016-17	9.68	37.81	47.49

(b) & (c) Authentic data of traffic from other modes of transport mainly road is not completely available and hence not strictly comparable with the rail traffic. For door to door service as well as short lead traffic, road transport is preferred. Whereas, for long distance and bulk traffic, rail mode is preferred. Therefore, the market share of traffic transported by rail is difficult to assess accurately.

d) & (e) At present, charging of container transported by rail is done as under:

(i) Notified commodities are charged at Container Class Rate (CCR) which is General tariff rate minus 15%.

(ii) The container haulage charge at FAK (freight all kind). This rate is approximately 30% cheaper than break-even class of normal goods traffic i.e. class-100. Moreover Busy season charge, which is levied @ 15% on all commodities for nine months in a year, is not levied since 01.03.2015 despite increase in input cost over these years.

The freight rates of container traffic are not comparable with road transport as container rates are fixed on the basis of firm principle and uniformly applicable across the traffic. On the other hand, tariff for road sectors are not based on any firm principle and can vary from operator to operator according to demands and other ancillary factors and are negotiable at times.
