

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO.1711  
TO BE ANSWERED ON 13.02.2019**

**SHARE OF RAILWAYS**

**1711. SHRI ARVIND SAWANT:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the details on the statistics related to the share of Railways in cargo transportation from 2007 to 2017;**
- (b) whether there has been a decline in the share of Railways in cargo transportation over the years and if so, the details of the reasons for the same; and**
- (c) whether the Government is proposing to undertake measures to encourage cargo transportation through Railways and if so, the details thereof?**

**ANSWER**

**MINISTER OF STATE IN THE MINISTRY OF RAILWAYS**

**(SHRI RAJEN GOHAIN)**

**(a) to (c) A Statement is laid on the Table of the House.**

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO. 1711 BY SHRI ARVIND SAWANT TO BE ANSWERED IN LOK SABHA ON 13.02.2019 REGARDING SHARE OF RAILWAYS**

**(a) & (b) The total transport system study carried out by RITES for the erstwhile Planning Commission in 2010 had estimated that Railways' share in the inter-regional freight traffic came down from 89% in 1951 to 30% in 2007-08. In passenger traffic also, road was the dominant mode, although precise modal shares were not indicated. Authentic data of traffic from other mode of transport mainly road is not completely available and hence not strictly comparable with rail traffic from 2007 to 2017. The primary reason for decline of Railways' share is growth of the economy, capacity constraints on Indian Railways and growth of the road transport network.**

**(c) Yes, Madam. Capital expenditure in Railways' capacity enhancement has been greatly scaled up over the last four years. Average Capital Expenditure between 2014-15 and 2017-18 (RE) is ₹ 95132.22 Cr. compared to ₹ 45979.66 Cr. over 2009-10 to 2013-14. Other measures to attract and increase Railway traffic include:**

- i. Liberalised Automatic Freight Rebate scheme for traffic loaded in empty flow direction, Long Term Tariff Contracts (LTTC) with key freight customers, Station to Station rates (STS), withdrawal of Dual freight policy for Iron Ore, discount on loading of bagged consignment in open**

**and flat wagons, rationalisation of coal tariff, withdrawal of port congestion charge, rationalisation of Merry-Go-Round (MGR) system, reduction of minimum distance for charge from 125 km to 100 km, distance increased for mini rake from 400 km to 600 km, proliferation of Roll-on Roll-off (RORO) services, de-notification of 44 additional commodities for charging at FAK rates, withdrawal of congestion charge for stone traffic transported from Eastern Railway to Bangladesh via Darsana/ Benapole.**

- ii. The methodology for levying Terminal Access Charge (TAC) for handling container trains in railway terminal has been liberalised from 1.5 times to one time in case of double operation (i.e. unloading followed by loading), reduces non-freight cost to customer.**
- iii. Indian Railways has taken an innovative business decision to transport empty containers and empty flat wagon for private container rakes at a discount of 25%. The move is likely to give a thrust to movement of empty containers by rail towards ports to return as loaded, thus profiting Indian Railway with higher container share.**
- iv. Use of extensive computerization in freight operations to improve monitoring and to improve utilization of assets, deployment of higher capacity locomotives and higher capacity wagons, improvement in**

**maintenance practices of wagons and locomotives resulting in increased availability of rolling stock for traffic, improvement in track and signaling to carry the higher volume of traffic, training staff and officers to adopt the new technology and management practices.**

- v. Two Dedicated Freight Corridors (Western & Eastern Dedicated Freight Corridors) have been taken up to create adequate capacity, which is essential requirement to cater the traffic demand and improve quality of service.**

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