

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

LOK SABHA

**UNSTARRED QUESTION NO. 4637
TO BE ANSWERED ON 29.03.2023**

SHARE OF RAILWAYS IN FREIGHT

**†4637. SHRI VINAYAK RAUT:
SHRI SANJAY JADHAV:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the share of Railways in freight during the last five years and the current year;**
- (b) whether the Government has conducted/approved any study to find out the reasons behind the lesser share of Railways in freight in comparison with roads;**
- (c) if so, the details thereof and if not, the reasons therefor;**
- (d) whether the Government has taken steps to provide distance-based concession to the exporters located away from ports and if so, the details thereof and if not, the reasons therefor; and**
- (e) whether the Government has fixed any time limit for the operationalisation of all segments of the Dedicated Freight Corridors?**

ANSWER

**MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 4637 BY SHRI VINAYAK RAUT AND SHRI SANJAY JADHAV TO BE ANSWERED IN LOK SABHA ON 29.03.2023 REGARDING SHARE OF RAILWAYS IN FREIGHT

(a) Regular compilation of rail and road share in total freight movement is not done. On a previous occasion, it was compiled as part of preparation of the National Rail Plan and accordingly, the modal share of Railways in freight was 27-28% in FY 2018-19.

Details of freight loading during the last five years are as under.

| Year | Loading (in Million Tonnes) (excluding KRCL) | Growth Rate |
|----------------|---|--------------------|
| 2017-18 | 1159.55 | |
| 2018-19 | 1221.48 | 5.34% |
| 2019-20 | 1208.41 | -1% |
| 2020-21 | 1230.94 | 1.86% |
| 2021-22 | 1415.87 | 15% |

(b) & (c) National Rail Plan study conducted in 2019 dwelled much deeper into underlying reasons behind lesser modal share and enabling modal shift strategies therein. The draft report for national rail plan was shared in public domain and can be accessed at <https://indianrailways.gov.in/NRP%20Draft%20Final%20Report%20with%20annexures.pdf>.

(d) Indian Railway provides distance based concession to all customers under distance based graded concession to Salt and Short lead traffic as under:

| Distance Slab (in km) | Freight Concession |
|------------------------------|---------------------------|
| 0-50 | 50% |
| 51-75 | 25% |
| 76-90 | 10% |
| 91-100 | Nil |

The graded concession to ordinary variety of non-refined salt meant for human consumption is being granted. This is also applicable to non-refined iodised salt and non-refined salt meant for iodisation. Details of concession are as under:

| Distance (in km) | Concession on Normal Freight Rate | Minimum Freight |
|-------------------------|--|---|
| 1-1000 | Nil | As applicable |
| 1001-1500 | 10% | Not less than freight for distance 1000 kms |
| 1501-2000 | 15% | Not less than concessional freight for distance 1500 kms |
| 2001-3000 | 20% | Not less than concessional freight for distance 2000 kms |
| 3001 & above | 25% | Not less than concessional freight for distance 3000 kms |

(e) The Ministry of Railways has taken up construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Kms.). So far, 1749 km out of the total sanctioned length of 2843 km of DFC has been completed. In the balance portion, work has been taken up expeditiously and targeted to be completed by 2024.
