

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 5617
TO BE ANSWERED ON 06.04.2022**

DEDICATED FREIGHT CORRIDOR SCHEME

5617. SHRI PARVESH SAHIB SINGH VERMA:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the plans of Railways to diversify its freight portfolio and increase market share in logistics and supply chain;**
- (b) whether the Government is planning to increase the load-bearing capacity of wagons, average speed, grouping of similar-class trains and other improvements such as the introduction of artificial intelligence in signalling and traffic systems, etc. and if so, the details thereof; and**
- (c) the progress made under the Dedicated Freight Corridor (DFC) scheme announced during the Union Budget 2021?**

ANSWER

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

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO. 5617 BY SHRI PARVESH SAHIB SINGH VERMA TO BE ANSWERED IN LOK SABHA ON 06.04.2022 REGARDING DEDICATED FREIGHT CORRIDOR SCHEME

(a) Indian Railways have taken a number of initiatives/steps to make the freight rates competitive which include, liberalized automatic freight rebate policy in empty flow directions, discount granted on loading of bagged consignment in open and flat wagons, 40% discount in freight to fly-ash traffic, station to station rate, round trip based charging for container, round trip traffic, 5% concession on haulage charge on loaded containers, 25% concession on transportation of empty containers and flat wagons, for expansion of container freight basket large number of commodities have been de-notified, etc.

In order to boost investment from industry in development of additional terminals for handling rail cargo, a new 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy has been launched on 15.12.2021 and the target is to commission 100 Gati Shakti Cargo Terminals (GCTs) within the next three financial years, i.e. 2022-23, 2023-24 and 2024-25.

Ministry of Railways has schemes to attract private investment in General Purpose Wagons, Special Purpose/High Capacity wagons and Automobile carrier wagons. During 2021-22, procurement of around 150 rakes has been approved under the General Purpose Wagon Investment Scheme, Liberalized Special Freight Train Operator Scheme and Automobile Freight Train Operator Scheme.

(b) In order to improve the share of Railways in the freight market and to make it more attractive, a number of measures have been adopted

such as increasing the axle load for carrying additional traffic per wagon, use of extensive computerization in freight operations, deployment of higher capacity locomotives and higher capacity wagons, improvement in maintenance practices of wagons and locomotives, improvement in track and signaling, training of staff and officers to adopt new technology and management practices, etc. Besides, Remote Diagnostic and Predictive Maintenance, based on artificial intelligence, is also being tried in Signaling.

(c) Presently, 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 Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 km). Currently, 1110 km out of 2843 km of DFC has been completed. Further Ministry of Railways has also sanctioned for the survey/preparation of Detailed Project Report for the Dedicated Freight Corridors viz East-Coast Corridor (Kharagpur to Vijayawada – 1115 km), East-West Corridor (Palghar-Bhusawal-Nagpur-Kharagpur-Dankuni - 2163km and Rajkharsawan-Kalipahari-Andal - 195 km) and North-south Sub-corridor (Vijayawada-Nagpur-Itarsi - 975 km)
