

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.5713
TO BE ANSWERED ON 06.04.2022**

LOW FREIGHT SHARE OF RAILWAYS

**5713. SHRI POCHA BRAHMANANDA REDDY:
SHRI KURUVA GORANTLA MADHAV:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the share of Railways in freight over the past five years;**
- (b) whether the Government has undertaken or sanctioned any study to understand the reasons for the low freight share of Railways as compared to roads and to redress the same;**
- (c) if so, the details thereof and if not, reasons therefor;**
- (d) whether the Government has considered to provide a distance-based concession to exporters located far away from ports;**
- (e) if so, the details thereof and if not, reasons therefor;**
- (f) whether the Government has any timeline for operationalising all sections of the Dedicated Freight Corridor;**
- (g) if so, the details thereof and if not, reasons therefor;**
- (h) whether the Government has explored monetisation of railway terminals, stations, etc. to ease the burden of cross-subsidization; and**
- (i) if so, the details thereof along with the reasons including details of any alternative measures adopted to offset the burden of cross-subsidization?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (i) OF UNSTARRED QUESTION NO. 5713 BY SHRI POCHA BRAHMANANDA REDDY AND SHRI KURUVA GORANTLA MADHAV TO BE ANSWERED IN LOK SABHA ON 06.04.2022 REGARDING LOW FREIGHT SHARE OF RAILWAYS

(a) to (c): Regular compilation of rail and road shares in total freight movement is not done. Last time these were compiled by Rail India Technical and Economic Service Limited (RITES) as part of the National Rail Plan study, according to which the modal share of Railways was around 26% in 2017-18. Indian Railways have prepared a National Rail Plan (NRP) for India – 2030. The objective of the plan is to create capacity ahead of demand, which in turn, would also cater to future growth in demand right up to 2050 and also increase the modal share of Railways to 45% in freight traffic and to continue to sustain it.

(d) & (e): Indian Railways have provided following distance based concessions which can be availed by rail users, including exporters:

- To attract short lead traffic distance based short lead concession has been granted for traffic upto 100 Km at the rate of 50%, 25% and 10% for traffic booked upto 0-50 KM, 51-75 KM and 76-90 KM respectively except for Coal & coke, Military Traffic, Rail Material Consignments (RMC), Container traffic and Iron Ore with effect from 01.07.2020 and valid upto 30.06.2022.**
- For long lead traffic of Coal & Coke, 20% concession has been granted for distance more than 1400KM from 01.07.2020 to 31.12.2021.**
- For Iron Ore traffic, 20% concession has been granted for more than 1600KM, and for Iron or Steel traffic, 15% concession is**

granted for distance more than 700KM and 20% concession is granted for more than 1500 Km from 01.07.2020 and valid upto 30.06.2022.

- **The long lead concession has been granted to Clinker traffic for distance 1000 km & more subject to certain terms and conditions w.e.f. 07.12.2020 and valid upto 31.03.2022.**
- **Distance based graded concession at 25% for transportation of limestone for distance of 1500 km & more is also granted under certain terms and conditions w.e.f 01.04.2021 valid upto 31.03.2022**

(f) & (g): The 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 Kms.) are targeted to be completed by June 2022. Till now, a total length of 1110 km out of 2843 km on Eastern and Western DFC (EDFC & WDFC) is complete. The freight movement on Khurja- Bhaupur section of EDFC and Rewari – Palanpur section of WDFC is in operation.

(h) & (i): Endeavour of asset monetization is not directly related to the easing of the burden of cross-subsidization. However, as part of asset monetization process, Indian Railways have identified 29 stations where monetization process through EPC or PPP mode shall be initiated during 2022-23. To monetize the Goods sheds, the Ministry of Railways have identified more than 200 locations so far, for development through Private Investment.