

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.2852
TO BE ANSWERED ON 03.08.2022**

FREIGHT TRAINS

2852. SHRI JAYANT SINHA:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details and the steps taken by the Government to make freight trains more viable as compared to other modes of transit;**
- (b) the details of ongoing and planned freight projects in Jharkhand, especially in the districts of Hazaribagh and Ramgarh;**
- (c) the details of volume of commodities and freight transit to and from Jharkhand, especially in the districts of Hazaribagh and Ramgarh; and**
- (d) the details of trends in revenue from freight during the last five years?**

ANSWER

MINISTER OF RAILWAYS, COMMUNICATIONS AND

ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 2852 BY SHRI JAYANT SINHA TO BE ANSWERED IN LOK SABHA ON 03.08.2022 REGARDING FREIGHT TRAINS

- (a) Indian Railways has provided various incentives to make freight transportation by Rail more viable in comparison to other modes of transport.**

Some major incentives are Liberalised Automatic Freight Rebate scheme for traffic loaded in empty flow direction, non levy of Busy Season Charge, Concession in Short lead traffic, 10% concession on movement of empty container & empty flat wagon, Roundtrip charges on ultra short (upto 50 KM) lead container traffic with further delegation to Zonal Railways to quote lumpsum rate for intra zonal round trip movement for lead upto 250 km, Station to Station rates (STS), discount on loading of bagged consignment in open and flat wagons etc. In addition, various other schemes have also been introduced to attract private investment in General Purpose Wagons, Special Purpose/High Capacity wagons and Automobile carrier wagons etc.

- (b) In order to boost investment from Industry for development of cargo handling terminals, a new 'Gati Shakti Multi- Modal Cargo Terminal(GCT)' policy has been launched. This policy facilitates**

development of cargo terminals on non Railway land, as well as on Railway land (partially or fully). Six locations in Jharkhand have already been identified –two at Shivpur (Chatra) and one each at Phulbasiya (Latehar), Jarangdih (Bokaro), Godda (Godda) and Gua (Paschimi Singhbhum).

There are number of sidings in Jharkhand state which are under construction- Private Siding of M/s Adani Power Limited in Godda district, Electrosteel Steel Limited (ESL) siding & Bharat Petro Chemical Limited (BPCL) siding in Bokaro district, Steel Authority of India Limited (SAIL) in West Singhbhum district etc.

Further, 30 Projects (13 New Line, 1 Gauge Conversion and 16 Doubling), costing ₹43,211crore for 2,733 km length falling fully/partly in Jharkhand are under different stages of planning. Out of which 693 km length, has already been commissioned and an expenditure of ₹15,576 crore has been incurred upto March 2022.

- (c) The details of volume of commodities and freight transit to and from Jharkhand especially in the district of Hazaribagh and Ramgarh are as under:**

Location	Loading (Million Tonne)		Revenue (₹ in Cr.)	
	2020-21	2021-22	2020-21	2021-22
Hazaribagh District	7.90	10.14	1125.34	1648.76
Ramgargh District	8.17	10.18	1057.92	1555.95

- (d) The Details of revenue generated from the movement of freight during the last five years are as under:

Year	Freight Revenue (₹ in Cr.)
2017-18	117055.40
2018-19	127432.72
2019-20	113487.89
2020-21	117231.82
2021-22 (Provisional)	141096.39
