

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 5442
TO BE ANSWERED ON 25.03.2026**

RAIL LOGISTICS AND PPP PROJECTS

5442. ADV. CHANDRA SHEKHAR:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government acknowledges the need for an independent regulator to manage privatisation risks, ensure equitable access and resolve regulatory gaps in associated enterprises and transfer pricing, as urged by experts considering the World Bank-backed rail logistics for freight efficiency and emissions reduction, revived by the 2026 Budget's Public Private Partnership projects emphasis on high-speed and freight corridors and if so, the timeline for its creation; and**
- (b) the manner in which it will curb monopolies while promoting non-fare revenue via innovations like waste monetisation and solar projects?**

ANSWER

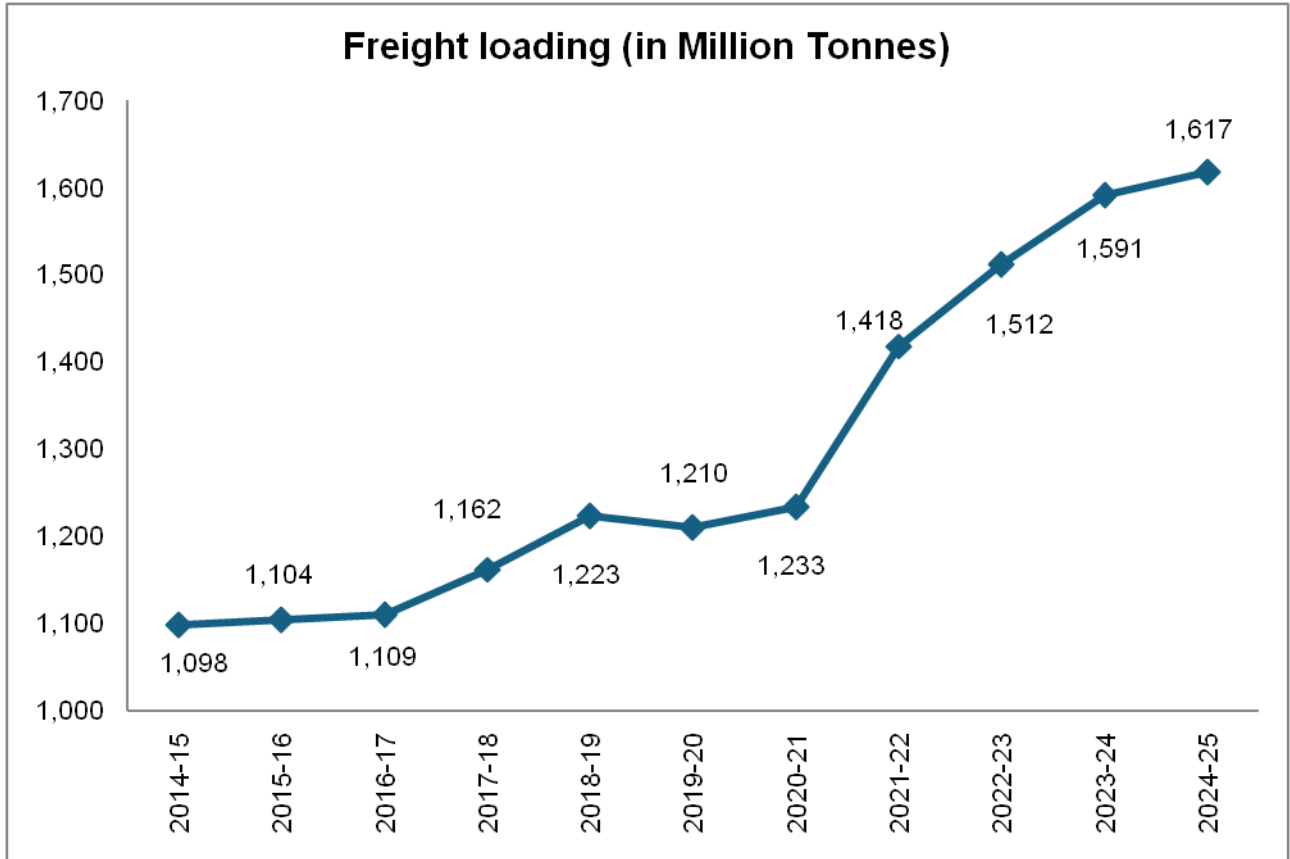
**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

(a) & (b): To bring efficiency in operations, reduce emissions, enhance freight loading and revenue, Indian Railway has taken several measures for network expansion and faster movement. As a result, freight performance since 2014 has grown as under:-

| Year | Freight loading (in Million Tonnes) |
|----------------|--|
| 2014-15 | 1,098 |
| 2015-16 | 1,104 |
| 2016-17 | 1,109 |
| 2017-18 | 1,162 |
| 2018-19 | 1,223 |
| 2019-20 | 1,210 |
| 2020-21 | 1,233 |

| | |
|----------------|--------------|
| 2021-22 | 1,418 |
| 2022-23 | 1,512 |
| 2023-24 | 1,591 |
| 2024-25 | 1,617 |



The freight loading has increased from 1,233 MT in 2020-21 to 1,617 MT in 2024-25. During 2024-25, IR transported 1,617 MT thus becoming second largest freight carrying Railways in the world. The measures taken include following:

- To increase the network capacity, rail network expansion has been taken up in a big way by construction of new lines, multi tracking of existing lines, and gauge conversion of existing lines. The details of new tracks laid during the 10 years are as under:**

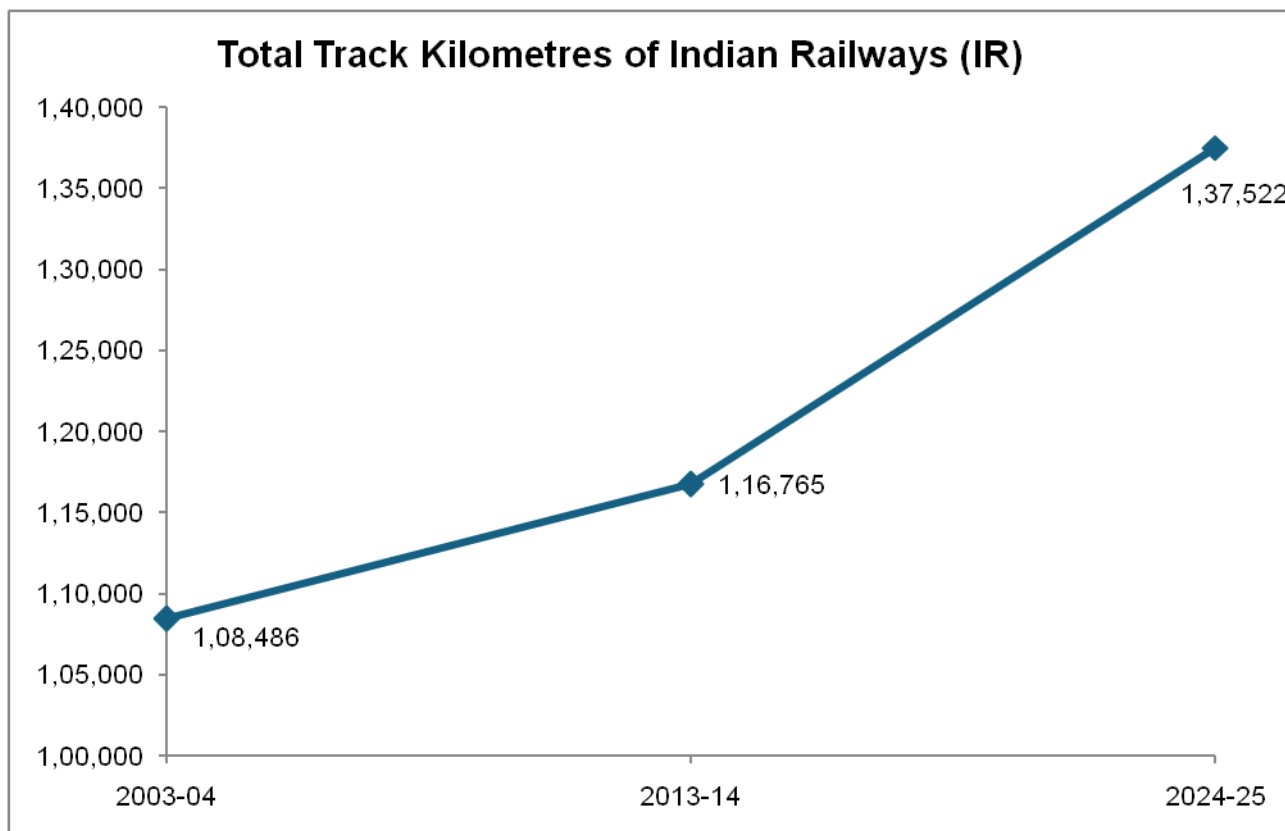
| Period | New track commissioned |
|------------------|-------------------------------|
| 2009 - 14 | 7,599 Km |
| 2014-25 | 34, 428 Km |

Further as on 01.04.25, there are 431 (154 New Line, 33 Gauge Conversion and 244 Doubling) projects sanctioned. The summary of which is as under:-

| Category | No. of Projects | Total Length (Km) | Length completed till Mar'25 (Km) | Balance length (Km) | Cost (Cr.) |
|---------------------------------|------------------------|--------------------------|--|----------------------------|-------------------|
| New lines | 154 | 16,142 | 3,036 | 13,105 | 3,77,389 |
| Gauge conversion | 33 | 4,180 | 2,997 | 1,183 | 43,820 |
| Doubling/ Multi tracking | 244 | 15,644 | 6,736 | 8,909 | 2,53,711 |
| Total | 431 | 35,966 | 12,769 | 23,197 | 6,74,920 |

The details of total track kilometres of Indian Railways are as under:-

| Year | Total Track Kilometers of Indian Railways (IR) |
|----------------|---|
| 2003-04 | 1,08,486 |
| 2013-14 | 1,16,765 |
| 2024-25 | 1,37,522 |



- **Procurement of Wagons and Locomotives:** To increase freight carrying capacity, large numbers of IR wagons have been procured and locomotives have been manufactured. During 2014 to 2025, about 2 lakh wagons have been procured and more than 10,000 locomotives have been added for increasing freight loading and mobility.
- **Removing bottlenecks in operations by yard remodelling, construction of bypass/chord lines, rail flyovers etc.**
- **The construction of 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) has been taken up. Out of total 2843 kms, 2741 route kms (96.4%) has been commissioned and operational.**
- **Indian Railways has taken up electrification of Railway lines in a mission mode. So far, about 99.4% of Broad Gauge (BG) network has been electrified. A comparison of electrification before and after 2014 is as follows:**

| Period | Route Kilometre |
|------------------------------|------------------------|
| Before 2014 | 21,801 |
| 2014-26 (upto Feb 26) | 47,966 |

- **Industry participation in investment in General Purpose Wagons, Special Purpose/High- Capacity wagons and Automobile carrier wagons for cement, oil, steel, fly-ash, automobile etc. By the FY 2024-25, around 240 rakes of special purpose wagons, 374 rakes of general-purpose, wagons and 48 rakes of automobile wagons have been inducted.**
- **Under the 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy so far, 128 new GCTs have been commissioned, with an estimated traffic capacity of 198 million tonnes per annum (MTPA). In addition, for improvement of freight and parcel terminals from the financial year 2023-24 onwards, an amount of ₹14,500 crore has been allocated.**

- **A “Bulk Cement Terminal Policy” for setting up terminals on Railway land has been launched recently as part of Railway reforms for facilitating Bulk Cement transportation.**
- **Ensuring increased availability of rakes/wagons against demand.**
- **Increasing the loadability for carrying additional traffic per wagon. Length of freight trains has also been increased to increase throughput per train.**
- **Use of Information Technology in freight operations to improve monitoring and utilization of assets.**
- **Induction of higher horsepower locomotives.**
- **Improvement in maintenance practices of wagons and locomotives resulting in increased availability of loco and rolling stock for traffic use.**
- **Improvement in track and signaling standards to carry higher volume of traffic.**
- **Training of staff and officers to adopt the new technology and management practices.**

Further, Indian Railway has taken various steps to promote the improvement of freight segment through freight rationalization, adoption of various freight incentive schemes for transportation of bulk and small cargo & various concession and services. Some of them are as under:

- **Introduction of Gross Tonne Kilometer based haulage rate for Bulk Cement in Tank Containers,**
- **Cargo Aggregator Transportation Product to promote Fast - Moving Consumer Goods (FMCG), White Goods, Electronics, Automotive Components, etc.,**
- **Liberalised Automatic Freight Rebate Scheme in Traditional Empty Flow Directions,**
- **Concession on Short lead traffic,**

- **Discount in freight to Fly Ash / Bed Ash traffic booked in Open/flat Stock & covered wagons,**
- **Rationalisation of Haulage rate of Automobile traffic,**
- **Promotion of Bamboo Traffic in North Eastern Region by granting exemption from levy of Busy Season Charge (BSC).**
- **To enhance the capacity of the automobile stock, various new wagons have been introduced such as ACT 1, ACT 2, ACT 3, NMGHS, etc.**
- **Discount on empty haulage of containers transporting Chemical Gypsum and Tiles traffic,**
- **Classification of new commodities such as Potassium Sulphate, Ammonium Bicarbonate Food Grade, RUF Pitch, Liquefied Isobutylene, Liquefied Ethane, etc.**

The freight train movement is continuously monitored through the Freight Operations Information System (FOIS). To reduce empty runs and enhance wagon productivity, following measures have been taken:

- **Traditional Empty Flow Direction (TEFD) Policy: Providing freight discounts (up to 15–20%) to customers for loading traffic in the empty flow direction.**
- **Gati Shakti Cargo Terminals (GCT): Fast-tracking the development of terminals to reduce detention times at loading/unloading points.**
- **Stationary Asset Optimization: Deployment of high-speed freight locomotives and the commissioning of Dedicated Freight Corridors (DFCs) to segregate freight and passenger traffic.**
- **Dynamic Pricing: Implementation of various incentive schemes for "Round Trip" loading to encourage back-haul traffic.**

Non-Fare Revenue and Innovations:

Several measures have been taken by Indian Railways to increase Non-fare Revenue, which includes the following:

- 1. Advertisement through Rail Display Network (RDN) at stations.**
- 2. Advertisement through Out of Home (OOH) Policy.**
- 3. Advertisement on Mobile Assets like coaches and inside/exterior surfaces of trains and locomotives.**
- 4. Innovative solutions to enhance passengers' satisfaction, like provision for sleeping pods, single-brand premium outlet, kiosk for providing facility for booking auto & taxis, providing E-wheel chair facility on a payment basis, health kiosk, and medical store to sell generic medicines.**
- 5. In 2025-26 (till Feb.) the total Sundry Non-fare revenue (Sundry Earnings) of Indian Railways was ₹ 9474 cr., which was about 3.9% of Railways' total receipts.**
- 6. Some Divisions have also taken up wagon-cleaning contracts by allowing the sale of leftover coal or cement.**
- 7. 1308 hectares of vacant land (not immediately required by Railways for operational needs) have been entrusted to the Rail Land Development Authority (RLDA) for commercial development to generate non-fare revenue.**

The Gross Budgetary Support (GBS) for capital investment in Railways has increased substantially from ₹ 29,055 crore in 2013–14 to ₹ 2.78 lakh crore in 2026–27. This enhanced budgetary support has enabled significant investments in network expansion, rolling stock augmentation, safety improvements, passenger amenities, road safety works, and technology upgradation. Adequate domestic funding has strengthened the capacity of Indian Railways to bridge critical gaps in logistics and infrastructure. PPP

investments, wherever feasible, have continued to complement overall network development.

Indian Railways is wholly owned by Government of India. All Zonal Railways, Production Units, Workshops etc. are integral part of Indian Railways. All assets like railway tracks, signaling system, rolling stocks etc. are under the ownership of Indian Railways only. Trains' operation is the responsibility of Indian Railways.

Presently, there is no plan to privatise the Indian Railways.
