6

STANDING COMMITTEE ON RAILWAYS
(2025-26)

(EIGHTEENTH LOK SABHA)

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

SIXTH REPORT

INCREASING FREIGHT RELATED EARNINGS OF INDIAN RAILWAYS AND DEVELOPMENT OF DEDICATED FREIGHT CORRIDORS

LOK SABHA SECRETARIAT

NEW DELHI

DECEMBER, 2025/AGRAHAYANA, 1947 (SAKA)

S.C.R. No. 250

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Presented to Lok Sabha on 16.12.2025

Laid in Rajya Sabha on 16.12.2025

LOK SABHA SECRETARIAT

NEW DELHI

DECEMBER, 2025/AGRAHAYANA, 1947 (SAKA)

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3. Shri Tariq Anwar
4. Shri T. R. Baalu
5. Shri Ummeda Ram Beniwal
6. Shri Chhotelal
7. Smt. Sangeeta Kumari Singh Deo
8. Dr. Amol Ramsing Kolhe
9. Shri Kaushalendra Kumar
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31. Shri Mukul Balkrishna Wasnik

……

@ Constituted w.e.f. 26.09.2024 *vide* Lok Sabha Bulletin Part II No. 841 dated 26.09.2024.

COMPOSITION OF STANDING COMMITTEE ON RAILWAYS (2025-26)@

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22. Shri Narhari Amin
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@ Constituted w.e.f. 26.09.2025 vide Lok Sabha Bulletin Part II No. 3290 dated 01.10.2025.

LOK SABHA SECRETARIAT

1.	Shri Dhiraj Kumar	-	Joint Secretary
2.	Md. Aftab Alam	-	Director
3.	Smt. Savdha Kalia	-	Deputy Secretary
4.	Shri Rudresh Singh Yadav	-	Under Secretary

INTRODUCTION

I, the Chairperson, Standing Committee on Railways (2025-26) having been authorised by the Committee to submit the Report on their behalf, present this Sixth Report on the subject 'Increasing freight related earnings of Indian Railways and development of Dedicated Freight Corridors'.

2. The representatives of the Ministry of Railways (Railway Board) briefed the Committee on the subject at their sitting held on 10.02.2025. Further, the Committee took oral evidence of the representatives of Ministry of Railways (Railway Board) on 10.06.2025.

3. The Committee considered and adopted this Report at their sitting held on 12.12.2025. The minutes of the sittings are given in the appendix to the Report.

4. The Committee wish to express their thanks to the representatives of the Ministry of Railways (Railway Board) for tendering evidence and placing before the Committee all the requisite material and information sought for in connection with the examination of the subject. They would also like to place on record their deep sense of appreciation for the valuable assistance rendered to them by the officials of the Lok Sabha Secretariat attached to the Committee.

5. For facility of reference and convenience, the observations and recommendations of the Committee have been printed in bold font in Part II of the Report.

New Delhi;
12 December, 2025
21 Agrahayana, 1947 (Saka)

DR. C.M. RAMESH
Chairperson
Standing Committee on Railways

REPORT

PART – I

CHAPTER I

INTRODUCTION

1.1 Indian Railways serve as the backbone of the country's logistics sector, transporting over 1.6 billion tonnes of freight annually across a vast network of 68000 km. With its extensive reach across nearly every nook and corner of the country, the Railways play a pivotal role in promoting balanced and inclusive socio-economic development in the country. Indian Railways facilitate cost effective, reliable, high capacity and safe movement of goods across the nation. Furthermore, rail transport is environmentally sustainable, reinforcing India's commitment to achieving its Sustainable Development Goals (SDGs).

1.2 Despite its strengths, rail transport in India faces several challenges that constrain its potential as a viable alternative to road transport. Key issues include, congestion across the Railway network, problems with Railway yards, inadequate last mile connectivity etc. Nevertheless, the inherent advantages of Indian Railways particularly its capacity, cost-effectiveness, and reliability make it indispensable for transporting bulk goods and long-distance shipments.

1.3 Freight services account for approximately 65% of Indian Railways total earnings, while the remaining 35% is derived from passengers/coaching, parcel services and non-fare revenue streams. Indian Railways also undertake certain uneconomic transport activities in the larger national interest. The tariff policy of Indian Railways has traditionally been one of restraint with regard to increase in passenger fare. Indian Railways continues to incur losses every year by performing a variety of un- remunerative services, which imposes a heavy burden

on Indian Railways' finances. Freight revenue plays a crucial role in subsidizing passenger travel thereby ensuring affordability for the general public.

1.4 To augment freight earnings, Indian Railways have adopted a multi-pronged strategy that includes tariff rationalisation and freight incentive schemes. These measures aim to enhance the competitiveness of rail transport by lowering freight costs and improving the ease of doing business. This involves simplifying operational rules and procedure, leveraging IT and digitisation to improve transparency, customer experience and diversifying the freight portfolio. In addition to conventional bulk commodities, Indian Railways are actively pursuing new traffic segments such as containerized cargo and automobile transport to further expand its freight base and revenue streams.

CHAPTER II

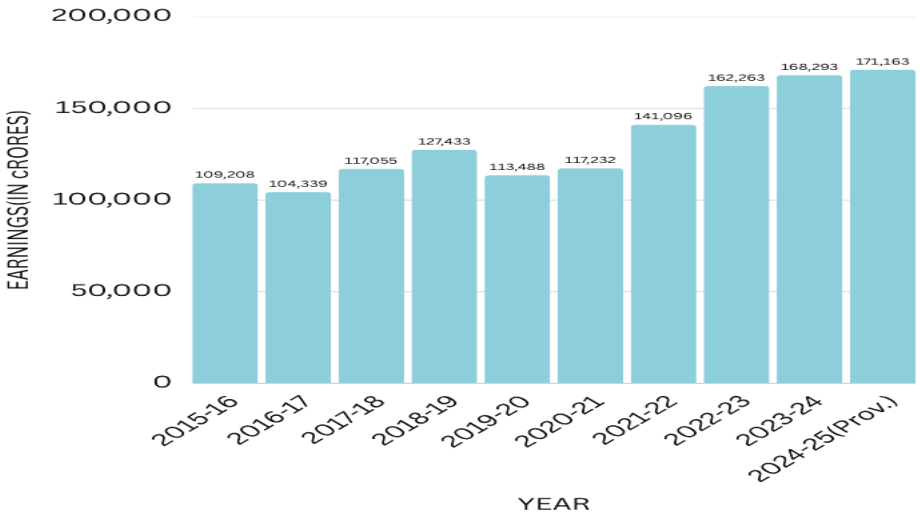
FREIGHT LOADING AND REVENUE

Revenues in recent years

2.1 In response to a query of the Committee to furnish the details of railways' freight revenue targets vis-à-vis achievements in last 10 years, the Ministry have given the following information:

(*Fig in Crores*)

Year	Target	Achievement
2015-16	111,853	109,208
2016-17	108,900	104,339
2017-18	117,500	117,055
2018-19	129,750	127,433
2019-20	134,733	113,488
2020-21	124,184	117,232
2021-22	145,275	141,096
2022-23	165,000	162,263
2023-24	169,000	168,293
2024-25(Prov.)	180,000	171,163



2.2 With regard to zone-wise revenues from freight operations in last 10 years, the Ministry have provided the following details:

Zone	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25 (Prov)
Central	7,355	6,695	7,330	8,623	7,268	7,023	9,243	10,392	10,633	10,879
Eastern	3,649	4,050	4,520	4,445	4,047	4,484	5,488	6,169	6,569	6,791
East Central	8,559	8,302	9,975	10,046	8,785	9,415	11,565	13,578	15,163	16,018
East Coast	12,291	13,264	15,135	15,840	15,894	16,914	18,511	20,291	21,615	20,932
Northern	7,192	6,698	7,075	8,166	6,768	7,250	9,823	12,547	10,998	9,487
North Central	9,322	8,491	10,345	10,332	8,048	7,577	10,093	12,012	14,203	15,883
North Eastern	1,321	1,409	1,576	1,599	1,460	1,603	1,643	1,907	1,775	1,894
Northeast Frontier	1,931	1,919	2,076	2,152	1,933	2,191	2,607	3,198	3,003	3,021
North Western	4,773	4,465	4,627	5,080	4,017	4,857	5,228	6,841	7,024	7,667
Southern	2,816	2,615	2,694	3,125	2,755	2,604	3,113	3,447	3,634	3,588
South Central	10,146	9,367	10,841	12,207	9,906	9,032	12,320	14,247	14,802	14,956
South Eastern	10,558	10,900	12,008	13,009	13,799	13,855	14,735	15,730	15,859	16,279
South East Central	10,932	10,672	11,762	12,769	12,459	13,431	15,680	17,397	18,145	19,141
South Western	3,001	2,792	2,979	3,011	2,892	3,062	3,842	4,202	4,553	4,381
Western	7,597	6,101	6,691	7,979	5,437	5,950	7,495	8,943	8,509	8,604
West Central	7,765	6,599	7,421	9,050	8,020	7,984	9,710	11,362	11,808	11,642
Metro	-	-	-	-	-	-	-	-	-	-

Total	**1,09,208**	**104,339**	**117,055**	**127,433**	**113,488**	**117,232**	**141,096**	**162,263**	**168,293**	**171,163**

2.3 Further, with regard to commodity-wise breakdown of freight revenue, the Ministry have provided the share of various commodities in freight earnings over the last 5 years as follows:

Commodity wise earnings (In ₹ Cr.)

Commodity/ F.Y.	**2020-21**	**2021-22**	**Var (%) over LY**	**2022-23**	**Var (%) over LY**	**2023-24**	**Var (%) over LY**	**2024-25**	**Var (%) over LY**
Coal	50596	67332	33.1	82275	22.2	86838	5.6	89435	3.0
Raw material for steel plant (RMSP)	1988	2446	23.0	2661	8.8	2753	3.5	2849	3.5
PI & F Steel	7397	9137	23.5	10360	13.4	11197	8.1	11038	-1.4
Iron Ore	12804	13343	4.2	12532	-6.1	14206	13.4	13347	-6.0
Cement +Clinker	9823	10801	10.0	12429	15.1	13651	9.8	13080	-4.2
Foodgrain	9613	11447	19.1	10880	-5.0	7989	-26.6	8678	8.6
Fertilizer	6322	5684	-10.1	6974	22.7	7445	6.7	7854	5.5
POL	5835	6097	4.5	6563	7.6	6992	6.5	7161	2.4
Container	5845	7070	21.0	7901	11.8	9062	14.7	9765	7.8
BOG	8720	10373	19.0	12280	18.4	12132	-1.2	12095	-0.3
Total IR	**118943**	**143729**	**20.8**	**164856**	**14.7**	**172265**	**4.5**	**175302**	**1.8**

#Goods earnings based on originating basis (including SPVs, KRCL etc.) excluding wharfage and Demurrage

2.4 While commenting on the share of different commodities in the freight basket of Railways, the Ministry deposed on 10.02.25 before the Committee as under:

"*What we can see is that 70 per cent of our loading is largely by the coal, iron ore, and cement and clinker. While we think, the coal will go away in times to come, it is not the case.*

Even now there are large number of projects which are coming afresh on for coal, and we have a plan to further increase the loading in coal."

2.5 Further with regard to freight projections and loading, the Ministry have provided the details as follows:

Fig: Unit (Million Tonnes)

	FY23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28
Freight Loading Projection	1600	1650	1640	1670	1725
Actual Freight Loading	1591	1617	-	-	-

2.6 While commenting on the targets for freight projections, a representative of the Ministry deposed on 10.02.25 before the Committee as under:

"यदि हम आज की तारीख में देखें तो **1650** में करीब **425** मिलियनटन की बढ़ोतरी कोल में करनी है। इसी तरह से सीमेन्ट में करीब **261** मिलियनटन की बढ़ोतरी करनी है। अगर हम इन दोनों को मिलाकर **700** मिलियनटन की बढ़ोतरी कर लेते

हैं, फिर हम उस को इम्प्रूव करके **3000** मिलियनटन तक कर सकते हैं। हम लोग इंफ्रास्ट्रक्चरल पॉलिसी के ऊपर कार्य कर रहे हैं, जिससे कि वर्ष **2031** में **3000** मिलियनटन कर पाएं। **...**"

Freight transport charges

2.7 The Ministry were asked to furnish the details of the procedure for determining freight transport rates and further measures taken to ensure their optimisation for the revenues of Indian Railways. The Ministry responded as follows:

"Traditionally, Indian Railway have a uniform freight structure based on the principle of 'Cost of Service' and 'Value of Service'. Cost of service are the costs involved in the transportation of a consignment from one place to another. Factors determining the cost of service includes operating and non-operating cost adopting a Fully Distributed Cost principle. Other factors involve load ability of the commodity in wagon, susceptibility of commodity to damage during travel, Railways liability for compensation, requirement of special types of wagons for handling, involvement of empty haulage etc. Normally, freight rate should not be less than the cost of service.

Value of service is determined on the basis of 'what the traffic can bear'. On this basis, all the commodities are grouped into various classes for the purpose of charging of freight. Classification of the commodity is also an indicator of elasticity of demand. At present, Commodities have been classified into 21 classes i.e. LR3 (Low Rated) to Class 200 with distance slab-based freight rate per ton. There is a Base class 100 (which is treated as breakeven class) and other classes have a definite relativity with this class. LR classes are Low rated and commodities in these classes are

transported below the operational cost which are mainly low value, essential and perishable commodities. Telescopic rates are also one of the important features of the freight structure of Indian Railways, where the per ton per km freight rate decreases with increasing distance. Freight rate table corresponding to different classes are published.

Commodities carried in wagons are charged as per the Permissible Carrying Capacity (PCC) of the wagon on train load or wagon load basis. The charging of freight traffic is done based on the shortest route or rationalized route of traffic. The PCC for each stock/wagon is notified from time to time. Similarly, Rationalized routes are revised and notified annually. The process of determining freight charges in Indian Railways is structured and systemic analysis is undertaken from time to time".

2.8 The Ministry further stated that the last revision of freight rates was undertaken in November, 2018. Since then, there has been no increase in freight rates, although operational costs have increased year by year. On being asked about the reasons for not reviewing the freight rates annually as per existing market conditions, the Ministry replied as under-

"Rationalisation of freight is a continuous and ongoing process. Freight rationalisation is undertaken keeping in view the change in demand pattern, pricing on the competing modes, changing market dynamics, etc. The decision to keep freight rates unchanged since 2018 is a strategy of Indian Railways to make balance between encouraging higher freight volumes, managing financial constraints, competitive pricing and responding to economic conditions. Moreover, the outbreak of COVID -19 also impacted the overall economy of the country and unchanged freight rate has provide a timely boost to the economics of rail as well as country".

Social service obligations

2.9 Upon being enquired whether the Railways are subsidizing the transport of some commodities for freight transport and to provide details of the associated revenue loss, the Ministry have replied as under:

"Indian Railways, being a national carrier of transportation of freight and passengers also provides support to critical sectors of the economy by extending concessional freight rates for the transport of certain commodities i.e. Salt, Sugar, Foodgrains, edible oils etc.

Railways have been granting concession of 6% in freight on all goods traffic booked to and from NE region since 1983. Apart from these, during natural calamities and disasters, Railways carry relief materials free of cost to the affected States.

Around 120 commodities out of total 670 commodities listed in Goods Tariff, are classified below Base class 100 which are transported below the cost of operation such as Salt, edible oils, Spices, perishable commodities like fruit, Vegetables etc.

The traffic booked as Lower Rated commodities in last 5 years are as under:

Year	**Loading (MT)**	**Revenue (Rs. in Cr.)**
2020-21	33.49	2851.82
2021-22	14.00	1676.96
2022-23	14.99	1945.37
2023-24	13.95	1932.37
2024-25	13.51	1892.90

It is pertinent to carry such commodities at lower rates in the context of the wider **Social Service Obligation** of the Indian Railways. The total revenue

foregone on movement of these commodities in **2023-24** amounted to **₹774.95 Cr**. The details are as under:

Sl. No	**Commodity Name**	**Losses (Rs.in Cr.)**
1	Salt	278.82
2	Fly Ash	235.65
3	LPG	84.14
4	Total edible Oil	58.91
5	Fruit and vegetables	49.65
6	Charcoal	7.95
7	Bamboo	6.56
8	Cotton manufactured and other pieces	6.55
9	Milk and Milk product	6.53
10	Sugar & khandsari	3.71
11	Paper	3.69
12	Other woods	1.84
13	Others	30.95
Total		**774.95**

These commodities constitute 3.76% of the total revenue NTKMs and 2.25% of freight earnings in the year 2023-24".

Revenue growth initiatives

2.10 The Ministry were enquired regarding measures being undertaken to increase revenues. The Ministry have provided details of various initiatives that

have been taken up by the Railways to attract more freight traffic and enhance revenue from freight operations as under –

"1. Traditional Empty Flow Direction (TEFD) Scheme: For utilisation of empty wagons in return direction for loading at discounted freight rate, revised guidelines were issued. Under this policy, 15-20% discount in freight is granted on traffic loaded in notified empty flow directions w.e.f.01.04. 2024.Automobile traffic (i.e. New Modified Goods (NMG) group stock) is also eligible for rebate @ 20% under TEFD (Traditional Empty Flow Direction) Automatic Freight Rebate scheme.

2. Policy for enhancing Rail modal share in Automobile traffic: For better utilisation of Automobile carrying stocks with uniformity in haulage rate, the haulage rate for Automobile stocks have been rationalized by interlinking rate of New Modified Goods (NMG) group stock with Bogie Covered Auto Car Wagon (BCACBM). Rate of BCACBM has also been rationalized by notifying single stack and double stack haulage rate. Revised guidelines have been issued for Charging of 2-wheeler when loaded in New Modified Goods High Speed with side entry (NMGHS) at par with NMG wagons when loaded in single deck. Mandatory weighment in case of automobile wagons loaded with motor vehicles only have been dispensed with.

3.Measures for enhancing Container Traffic: In order to promote containerisation for less than full rake of container trains, Mini Rake Facility has been introduced in Container train. Minimum composition of such mini rake is 25 wagons and charging is done at applicable haulage rate. Round trip-based charging of ultra short lead container traffic (up to 50Kms one way) has been notified. Charging is done for 100 km for this round trip instead of charging of 50 km for each leg separately. Weighment

in case of empty container has been dispensed with from 15.04.2024. Stainless Steel in Coil form has been de-notified. This will now be charges at 'Haulage charge per Twenty-foot Equivalent Unit (TEU)' basis, instead of 'Container Class Rate (CCR)'

4. Measures to facilitate loading of Bulk Cement Traffic: In order to promote movement of Bulk cement (Cement in loose form) in container and thereby increasing the modal share of this commodity, haulage rates have been rationalised. During current year 2024-25 (up to January) the traffic of Bulk cement by rail has been increased by 34% in volume and 59% in revenue over the corresponding period of the previous year.

5. Concession on Fly Ash Traffic: In order to arrest the high demand of transportation of Fly ash from Thermal power station to cement plants, concession on Fly Ash in Open/ Flat wagons enhanced from 20% to 40% when back loaded at the particular terminal from 27.12.24.

6. Roll on–Roll off (Ro-Ro) Traffic: It is a service model undertaken by Indian Railways, where loaded/empty trucks similar to container traffic/automobile traffic drive in and off the bogies for transportation of various commodities by rail allowing door-to-door acceptance and delivery of goods. Freight Rates have been notified for Ro-Ro services on pan-India basis.

7. Concession on Short Lead Traffic: To attract short distance traffic, short lead concession has been granted for traffic up to 100 Km at the rate of 50%, 25% and 10% for traffic booked up to 0-50 KM, 51-75 KM and 76-90 KM respectively except for Coal & Coke and Iron ore traffic.

8. Busy Season Charge: Busy Season Charge @15% is levied on all commodities transported in stocks other traffic covered wagons throughout

the year (i.e. April to March), whereas in covered wagon it is levied from October to August (i.e. only 11 months).”

Chapter-III

CHALLENGES, OPPORTUNITIES AND WAY FORWARD

Availability of wagons

3.1 Adequate availability of locomotives, wagons and suitable train paths is essential for seamless movement of goods trains. Efficient utilisation of wagons directly contributes to the effective delivery of freight services, ensuring that the Indian Railways provide reliable and timely transportation.

3.2 Upon enquiry regarding the types of wagons available with Indian Railways, the Ministry have informed that as of June 1, 2025, the total Freight Stock comprises 427008 wagons. This includes Wagons owned by Indian Railways, Non-Railway Customer (NRC) and the Defence Sector. The wagon wise number is placed at **Annexure I**.

3.3 Further responding to query of the Committee regarding different types of freight trains being operated by Indian Railways, the Ministry have provided the data as under:

Type of Trains	**Type of wagons**	**Remarks**
Open wagons	BOXN, BOST, BOSM	Bulk & loose commodities like Coal, Iron Ore, Limestone, Bauxite etc.
Covered wagons	BCN	Bagged consignments like Cement, Fertilizers, Food grains etc.
Flat wagons	BRN, DBKM	Steel Coils, TMT bars, billets, Truck, etc.
Hopper wagons	BOBR, BOBS, BOBYN	Coal, iron ore, ballast
Container wagons	BLC, BLCS, BLC	Loaded and Empty containers
Tank wagons	BTPN, BTAP, BCFCM	POL, Alumina Powder, Cement &fly ash

RORO (Roll off – Roll on)	Flat wagons like BRN, DBKM	Loaded empty trucks, JCB, Tractor
Automobile	NMG, BCACBM, ACT1	Sedan, SUV, Hatchback etc.

BOXN Wagon

BCNHL Wagon

Automobile-BCACBM Wagon

Steel consignment-BFNS Wagon

BTPN Wagon

BTAP Wagon

Container-BLCS Wagon **Coal Hopper- BOBRN Wagon**

3.4 In response to a query as to what measures are being implemented to decrease cost and increase efficiency in freight services of Indian Railways, the Ministry have stated that Indian Railways have approached the issue of freight efficiency in a holistic manner and in this regard the following steps are being taken:

I. Improving the transit time of freight trains.

II. Induction of higher capacity and higher speed wagons

III. Completion of targeted super critical and critical doubling, multi tracking, and traffic facility works.

IV. Upgrading infrastructure at freight terminals.

V. Use of extensive computerization in freight operations to improve monitoring and to improve utilization of assets

VI. Deployment of higher capacity locomotives.

VII. Improvement in maintenance practices of wagons and locomotives resulting in increased availability of rolling stock for traffic use.

VIII. Improvement in track and signaling to carry the higher volume of traffic.

IX. Training staff and officers to adopt the new technology and management practices.

3.5 Regarding wagon investment schemes, the Committee have been informed that Indian Railway have already implemented various schemes for private sector to invest in wagons including the commodity focused specialised wagons such as wagons for cement, oil, steel, fly-ash etc. So far, around 190 rakes of special purpose wagons and 340 rakes of general-purpose wagons are operational, which are expected to improve modal share in commodities like bulk cement, fly-ash, steel products, iron ores and coal etc. Besides, there is a separate scheme for transportation of automobiles under which around 46 rakes owned by private entities are operational. The Ministry have further informed that privately owned wagons under various Wagon Investment Schemes i.e. Special Freight Train Operator (SFTO) policy, Liberalized Special Freight Train Operator (LSFTO) policy, General Purpose Wagon Investment Scheme (GPWIS) etc. are eligible for 10% to 12% rebate on freight charges on account of investment.

3.6 The Ministry were asked to explain the impact of shortage of wagons on its freight services. Regarding the shortage of different types of wagons, the Ministry have stated as under-

> "Wagon procurement has been consistently carried out over the past years to ensure adequate availability for freight operations. Adjustments in procurement strategies and logistical arrangements are made as necessary to align with evolving operational requirements and maintain seamless transportation flow. Presently, need for induction of more tank wagons, hopper (bottom discharge) wagons and flat multipurpose wagons is felt for expanding freight basket. This is being addressed through procurement."

3.7 Further, with regard to improving the availability of wagons, the representative of Ministry deposed before the Committee on 10.02.2025 as under**:**

"We are also buying wagons. Every year, 30,000 wagons are being inducted on Indian railways. So, currently there are 4.24 lakhs wagons. In the next three to four years, we will increase it to five lakh or so. That is one area in respect of rakes, where we have taken this action. In other areas, we are also trying to improve our throughputs so that if you are able to move our wagon fast, we will be able to give that. So, in that respect also, we are taking action."

Congestion on lines impacting freight services

3.8 In regard to query on details of average speed of freight trains in last 10 years and major steps being taken to increase speed of freight trains, the Ministry provided the following details:

Year	Average Speed of goods trains
2015-16	23.4
2016-17	23.7
2017-18	23.3
2018-19	23.2
2019-20	23.6
2020-21	43.2
2021-22	37.8
2022-23	30.8
2023-24	25.0
2024-25	23.8

Due to running of large number of coaching trains on the same track, on-going capacity augmentation works and regular safety as well as maintenance work, speed of the freight trains has been adversely affected. However, Indian Railways have taken many measures to increase speed of freight trains. These include infrastructure projects such as Eastern Dedicated Freight Corridor (EDFC) and Western Dedicated Freight Corridor (WDFC) to create dedicated freight path to give exclusive access to freight trains.

Further, the following capacity enhancement works and rolling stock induction programs, among others, are planned and being executed, which upon completion, will reduce transit time of freight trains and lead to better freight trains speed:

- Doubling/Multi–Tracking on critical sections and high-density networks.
- Provision of Rail flyover and Bypass lines at junction stations.
- Induction of higher horsepower locomotives.
- Induction of higher capacity and high-speed wagons.
- Improvement to terminals and their connectivity to trunk routes.

Freight Terminals

3.9 Freight terminals of Indian Railways are specialized facilities for loading and unloading goods transported via rail, forming a critical part of the country's logistics infrastructure. There are following four types of Railway Freight Terminals:

a) Railway owned Goods sheds or railway sidings on Railway land:
   Indian Railways encourage private participation in Development of Goods-sheds at small/road-side stations. This policy is aimed at augmenting terminal capacity through private participation by allowing setting up of new goods-shed facilities (viz. goods wharf, loading/unloading facilities, facilities for labour (resting space with shade, drinking water, bathing facilities, etc) approach road, covered shed and other related infrastructure) and developing existing goods-sheds at a larger number of stations

b) Private Sidings are built on private land in the manufacturing/mining plant of the company for convenience so that Railway wagons get loaded and unloaded in the premises under a special arrangement. To promote use of these sidings by other rail users, Indian Railways have

allowed loading/unloading in these private sidings by any user with the permission of the private siding owner

c) Privately owned Container Handling Terminals set up on private land by Container Train Operators (CTOs) in accordance with the provisions of Master Concession Agreement (MCA) (including those created by CONCOR on private land before introduction of MCA)

d) Privately Freight Terminals (PFT**)** set up by the Terminal Management Company (TMC) on private land through private investment in terms of PFT policy for handling of all types of traffic unless and otherwise notified under the policy

3.10 When queried regarding the Private Freight Terminal Policy of the Indian Railways, including the number of terminals developed till date and anticipated impact on railway revenue, the Ministry provided the following information:

> "To involve private sector in rapid development of network of freight handling terminals, with modern facilities, Private Freight Terminals (PFTs) was initially launched in 2010 and it was last modified in 2020 vide PFT Master Circular /2022. After launch of Gati Shakti Cargo Terminal (GCT) Policy on 15.12.2021, all new private terminals shall be commissioned under GCT policy only. Before launch of GCT policy, a total of 81 PFTs had been commissioned. However, some of the PFTs have been migrated into GCT."

3.11 When requested to provide details of all operational and under construction Gati Shakti Cargo Terminals of the Indian Railways along with the role of these terminals in enhancing railway revenues in recent years, the Ministry furnished the following information:

"To improve the efficiency of rail freight handling at the terminals, Indian Railway had launched Gati Shakti Cargo Terminal (GCT) policy which encourages private players to develop GCT terminals on private and railway land. So far, 108 GCTs have already been commissioned with an approx. investment of Rs. 7498 Cr and which are handling approx. 167 mtpa traffic approx. Further In-principal Approvals (IPAs) for 283 proposals have been issued out of which Engineering Scale Plan ESP (Plan) for 94 GCTs proposals have been approved."

3.12 Further, regarding upgradation of Railway goods sheds, the Ministry have stated as under-

"Indian Railways are undertaking a large-scale initiative to upgrade and modernize railway's Goods Sheds, particularly which are in poor condition. Under Plan Head-53 (Umbrella Work 2023-24 & 2024-25), a total of 823 works amounting to ₹8,057 crore have been sanctioned. These works are specifically aimed at the comprehensive upgradation of Goods Sheds across the country.

The scope of these upgradation includes the development and improvement of key infrastructure such as approach roads, wharves, circulating areas, and facilities for merchants and labourers, lighting facilities, proper drainage networks, installation of CCTV cameras etc.

These infrastructure enhancements are expected to significantly reduce terminal detention times and improve the overall turnaround time of goods trains."

Joint ventures/private partnerships

3.13 With regard to question of the Committee regarding collaborations with private sector in different aspects of freight transport, the Ministry replied as under:

> "Over a period of time, Indian Railways have introduced schemes whereby private entities like port owners, automobile manufacturers, oil producers, aluminum, cement and steel producers, mine owners, Power generating companies, and logistics service provider etc can invest in wagons. These schemes include
>
> (i) General Purpose Wagon Investment Scheme
>
> (ii) Liberalized Special Freight Train Operator
>
> (iii) Automobile Freight Train Operator
>
> (iv) Scheme for Oil Companies
>
> Till date approximately 640 rakes have been procured under the above-mentioned schemes."

3.14 When enquired about the policy of Indian Railways to fund projects through PSUs like coal India, NTPC for coal evacuation and to provide details of such projects, the Ministry replied as under:

> "In 2012, PPP policy for Rail Connectivity and Capacity Augmentation was issued. This participative policy contained different models of participation, through which such projects are being executed. Currently the Joint Venture (JV) Model and Customer Funded Model of PPP scheme provide opportunity to PSUs like Coal India, NTPC for investment in coal evacuation projects.

A. There are three coal connectivity projects under JV Model, at different stages of execution:

I. CEWRL Project (SECL-64%, IRCON-26%, Govt of Chhatisgarh-10%): Gevra Road-Pendra Road New Line 135km, Double line & Single line Urga-Kusmunda (11.5km) including connectivities (10km): TDC June 2026

II. CERL Project (SECL-64%, IRCON-26%, Govt of Chhatisgarh-10%): Being undertaken in 2 phases:

Phase-I- Kharasia - Dharamjaigarh (74km) with a spur line from Gharghoda to Gare Pelma (28km) & feeder route (20km): Total 122km: TDC March 2026.

Phase-II, Dharamjaigarh-Korba (Urga)(62km): TDC August 2026.

III. JCRL Project (CCL-64%, IRCON-26%, Govt of Jharkhand – 10%).: Shivpur-Kathautia Railway Line (49km): TDC June 2026.

B. The projects under Customer Funded Model, promoted by NTPC are as under:

I. Manpur-Tilaiya-Bakhityarpur section/ ECR: Completed

II. Balgona-Katwa Section /ER: Completed

III. Khandwa-Nimar Kheri /WR: Completed

IV. Bhaktiyarpur Flyover including 3rd Line/ECR: Completed

V. Hotgi- Kudgi section/SWR /Karnataka (Doubling): TDC March 2026

3.15 While elaborating further on the matter, the representative of Ministry deposed before the Committee on 10.06.2025 as under:

"We have different PPP policy related to various projects, which can be done by the private or other PPP units, SPV units. So, either they are the

JV project or sometimes the customer funded also. Sometimes NTPC give us complete money and we have to make the line. So that also we do.

We have around 15, 16 such projects. Eight have already been completed of about Rs.16,000 crore or so. Rest eight are in process. We are also in the process of revising this PPP policy. Initially, we made this policy only for the initial leg and the last leg. But we wanted to further improve this. This policy has been revised now. It has gone to inter-Ministerial consultation. So, we are in the process of revising it. Regarding land also, when private party is buying, it is taking a lot of time. We can purchase land as per the Railway Special Act. That is why, in one of the revised models, we have kept that model where we will buy the land and then subsequently give to that SPV. So, we have made a few changes so that more people can come especially in the PPP policy."

Coal &Fly ash transport

3.16 Regarding the Committee's query on coal transportation by various modes, Coal India Limited which accounts for approximately 80 % of India's total coal production has provided the following data on mode-wise Coal dispatch over the past 4 years:

Million Tonnes

Year	**Total Offtake**	**Rail dispatch though CIL sidings**	**Dispatch through washery sidings**	**Dispatch through shed sidings**	**Total Rail incl. CIL, GSS & PWS**	**Direct Road**	**MGR**	**Others**
2021-22	661.89	359.49	33.31	24.34	417.14	128.86	104.15	11.74
2022-23	694.70	360.18	36.73	40.71	437.62	144.57	100.04	12.47

2023-24	753.50	388.84	43.85	43.39	476.08	162.53	102.47	12.42
2024-25	763.06	415.94	38.15	33.68	487.76	161.56	101.32	12.42

Note: Coal is transported for good shed and Pvt. washery through road mode by consumer from CIL's mine and thereafter moved to destination by rail mode.

3.17 Further with regard to cost of transport of coal by different modes, Coal India Ltd has stated as below:

> Mode wise Transportation cost Comparison available in the Draft Coal Logistics Policy submitted by SBI Caps/Primus Partners and shared by Ministry of Coal dated 29.06.2022 is as under:

Mode	**Unit Rate**	**Unit**
Freight by Rail	INR 1.86 *	Freight/Ton-KM
Transportation cost by Road	INR 2.50 **	Cost/Ton-KM
Transportation cost by Conveyor	INR 1.00 **	Cost/Ton-KM
Transportation cost by Inland Waterways	INR 1.50 **	Cost/Ton-KM

Source: *ASS 2019-20, MOR ** Market research

3.18 While elucidating further, the Ministry of Railways have stated that coal, when transported by Rail is charged at Class 145A (train load)/145B (wagon load) and freight rate per tonne for this class for different distance slabs are as under:

Distance (in Km)	Class 145A (train Load) in ₹ per tonne	Class 145B (Wagon Load) in ₹ per tonne
100	216.00	226.80
500	1054.70	1107.40
1000	1891.80	1986.30
1500	2695.00	2829.80

3.19 When enquired about challenges being faced by Coal India Ltd in transportation of Coal through Indian Railways, Coal India Ltd stated:

"Average rail loading per day during FY 2024-25 was at its highest ever level of 311.7 rakes against 292.0 rakes that were loaded on an average per day during 2023-24, registering a 7% growth. Rake loading to Power Sector consumers also rose to an all-time high record of 278.5 rakes/day against 267.4 rakes/day of last financial year. The growth was 4%.

The rake loading from CIL sidings has increased to 311.7 rakes/day in FY 25 from 292 rakes/day in FY 24 and to achieve the targeted coal evacuation of 900 MT in FY 26, CIL will require approximately 400 rakes/day, which is substantially higher than the current rake loading from CIL sidings. This indicates an additional requirement of 88 rakes/day over the present rake loading rate of 312 rakes/day. This additional requirement of 88 rakes/day, in line with expected production, will create major challenges for Coal India Limited in coal transportation/evacuation via Indian railways.

It is worthwhile to mention that SECL (South Eastern Coalfields Limited) and MCL (Mahanadi Coalfields Limited) account for 52% of total CIL dispatch and require 201 rakes per day in FY26, or 50% of total rake requirements. Necessary measures need to be initiated at SECR, SER & ECOR, Zone supplying rakes to SECL & MCL, for arranging adequate/incremental rakes in line with the incremental evacuation.

Further, owing to enhanced infrastructure for mechanized loading, loading through IR Silos increased by 32.2% to 72.7 rakes per day during 2024-25 against 55.0 rakes per day on a comparative basis of last financial year. Currently, CIL possesses an operational rapid loading capacity of 373.5 MTY, with an additional rapid loading capacity of 191.5 MTY planned to be commissioned in FY 26. CIL shall be having total rapid loading capacity (FMC Projects) of 994 MTY by FY 28-29. In order to evacuate coal from these planned evacuation infrastructure, requisite number of rakes shall be required from Indian Railways.

Moreover, at present with the available infrastructure at Ports, loading via RSR(Rail-Sea-Rail) route can reach up to the level of 65.0 rakes/day from CIL sidings whereas actual loading during FY25 was 42.6 rakes/day. Adequate availability of rakes at RSR circuit would help MCL to reach its evacuation target especially at Talcher Field.

The challenges faced by Coal India Limited in transportation of Coal through Indian Railways related to delay in Railway Projects funded by CIL and Capacity Augmentation and New Rail Line important for Coal Evacuation are placed at **Annexure II.**"

3.20 In response to the challenges being faced by Coal India Ltd in transportation of Coal through Indian Railways, the Ministry of Railways have stated as under :-

"Sufficient rakes are being made available for current transportation needs of CIL and other coal consumers with continuous induction of wagons commensurate with increased coal availability. The induction figures of open wagons which are primarily used for coal transportation over the last three years are as follows:

	2022-23	2023-24	2024-25	2025-26
Open Wagons Inducted	14776	19324	20325	2062(upto Aug)

In addition, about 23,000 wagons are under procurement while permission is granted to private parties for induction of rakes under Private Wagon Investment Scheme to meet the projected demand.

With commissioning of First Mile Connectivity (FMC) projects, the proportion of coal loading in CIL from Rapid Loading System (RLS) is steadily increasing and has now reached about 30% now, thereby reducing terminal detention. With introduction of more and more RLS, the rake availability will increase.

Most of the Railway projects funded by CIL have been commissioned and the rest are deposit works or projects to be executed through SPV.

The reasons for delay in completion of the projects and steps taken to increase the commissioning/speedy execution are given below:-

Completion of Railway project/s depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project/s site, number of working months in a year for particular project site etc. All these factors affect the completion time and cost of the project/s.

Various steps taken by the Government for speedy approval and implementation of Railway projects include (i) setting up of Gati Shakti units (ii) prioritisation of projects (iii) substantial increase in allocation of funds on priority projects (iv) delegation of powers at field level (v)

close monitoring of progress of project at various levels, and (vi) regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife clearances and for resolving other issues pertaining to projects. This has led to substantial increase in rate of commissioning since 2014.

As on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects (154 New Line, 33 Gauge Conversion and 244 Doubling) of total length 35,966 Km, costing approx. Rs.6.75 lakh crore are sanctioned, out of which, 12,769 Km length has been commissioned and an expenditure of approx. Rs.2.91 lakh crore has been incurred upto March, 2025. The summary is as under:-

Category	No of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'25 (km)	Total Exp upto Mar, 25 (Rs. in crore)
New Lines	154	16,142	3,036	1,45,318
Gauge Conversion	33	4,180	2,997	22,753
Doubling / Multitracking	244	15,644	6,736	1,22,858
Total	431	35,966	12,769	2,90,929

The details of commissioning/laying of new track across Indian Railways is given below:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-25	34,428 Km	8.57 Km/day (more than 2 times)

Details of some of the specific projects are placed at Annexure-III."

3.21 Further, replying to a question of the Committee, NTPC Ltd has furnished the details of quantity of coal and fly ash transported through various modes during the year 2024-25 as follows:

	Road	**Railways**	**MGR**
Coal (MMT)	9.9*	166.5#	103
Fly Ash (MMT)	101.5	1.3	-

* Coal is being transported through the road where alternate transport arrangements are not available and for short distance only.

includes minor quantities taken through RCR and RSR modes

includes 2.5 MMT of imported coal transported up to Q3 of FY 2024-25. Imported coal consumption is zero from Q4 onwards.

3.22 With respect to the challenges faced by NTPC in transporting coal and fly ash through Indian Railways, NTPC has stated the following:

A. Challenges in transportation of Coal through Indian Railways

- Evacuation from MCL, SECL and nearby captive mines: MCL and SECL are the areas with highest growth potential in the country. There are several captive mines also coming up in the area. Currently, the evacuation of coal from these areas is constrained after a limit. Railways have taken up multiple capacity augmentation works in the area and the evacuation is expected to improve in the next 1-2 years.

- Evacuation from Chati Bariatu/Kerandari Captive Mines: Finalisation of DPR and construction of Railway siding at Urda/Gopda and rail line from Urda up to suitable connection point in Shivpur-Kathautia section is to be expedited to streamline dispatches from NTPC's Chati Bariatu and Kerandari mines. Currently, both the mines are in operation and are dependent on various goodsheds/Private sidings for dispatches in RCR

mode. The environmental conditions for the aforesaid projects, inter alia, stipulate that there shall be no transportation of coal through road. However, since the coal production has already started and the Railway system is not yet ready, therefore, considering the country's acute coal demand for the generation of electricity, MoEF&CC has extended timeline for the construction of Closed Pipe Conveyor System up to 30.06.2025. Considering the above, finalisation of DPR and subsequent construction of Railway siding at Urda to be prioritized.

- Evacuation from Talaipali Captive Mine: NTPC's Talaipali mine is planned to be connected to Indian Railway network at Kotarlia and Chakradharnagar stations on Jharsuguda-Bilaspur section of SECR. The connection at Kotarlia is completed and the same is under construction at Chakradharnagar end on deposit basis by RITES (a Railway PSU). The construction and commissioning of the same needs to be expedited for increasing coal evacuation from Talaipali mine. In the interim there is currently around 1.5 MMT of coal which can be immediately evacuated. SECR may increase supply of long-distance empties at the mine siding through Kotarlia end.

- Route Congestion:The movement of coal rakes to few NTPC stations is affected due to route congestion issues. Major congestion routes are given below which need to be eased up for improving coal movement. Capacity augmentation works planned in these areas need to be expedited.

a. Secunderabad-Wadi-Hotgi (SCR/CR)
b. Ballarshah-Ramagundam (SCR)
c. Jharsuguda-Bilaspur-Nagpur (SECR)
d. Talcher-Paradip (ECoR)

e. Bhadrak-Khurda-Vizianagaram-Vijayawada (ECoR/SCR)
f. Jharsuguda-Titlagarh-Vizianagaram (ECoR)
g. Bilaspur-Anuppur-Katni (SECR)
h. Tilaiya-Bakhtiyarpur (ECR)
i. Tilaiya-Kiul (ECR)
j. Barkakhana-Sonnagar (ECR)
k. Singrauli-Chunar (ECR)
l. Singrauli-Katni (ECR/WCR)
m. Rampurhat-Barharwa (ER)
n. Katihar-Barsoi-New Jalpaiguri (ER/NFR)

- Bogie Open Bottom Rapid (BOBR) Rake Availability: BOBR rakes help in faster unloading and better rake around for stations having Track Hoppers for unloading (like NTPC's Dadri, Unchahar, Simhadri, Barh etc.). Ideal rake distribution at these stations is 40-50% through BOBR and 50-60% through BOXN rakes. Against this requirement, the actual supply of BOBR rakes is given below.

Station	**FY 2022-23**	**FY 2023-24**	**FY 2024-25**
Dadri	21%	18%	12%
Simhadri	54%	38%	24%
Unchahar	27%	16%	10%
Barh	45%	39%	26%

- Number of rakes on long-distance circuits (especially to Kudgi, Solapur and Bongaigaon etc.) to be increased.

- Delay in Settlement of Pending Diversion Claims**:** Due to operational reasons rakes are sometimes diverted from one station to another. The

claims arising out due to this are pending from 2007 onwards. NTPC has completed reconciliation of these claims at its end till March 2020 and submitted to Railway Board. Railway Board has made Northern Railway as nodal railway for this global settlement exercise. The process to be expedited.

B. Challenges w.r.t transportation of Fly Ash

Cement and Concrete manufacturing industry utilises about 30% of total fly ash production in the country and it is one of the major areas of fly ash utilisation on sustainable basis. Presently, cement plants are lifting the fly ash in closed bulkers of capacity 20-40 tonne from thermal power plants located within 200-300 km.

Most high-capacity power plants, which generate large volumes of fly ash, are pithead stations situated in remote areas, far from major ash demand centres. Transporting fly ash by road to these demand centres or cement plants located over 300 km away is not economically viable.

Transportation of fly ash through Railway system can be made convenient and economical for bulk transportation for larger distances by overcoming following challenges.

- <u>Infrastructure Requirement:</u>

Transportation of fly ash through Railway system requires infrastructures viz. fly ash loading facility into railway wagons and is already being provided by NTPC. For unloading of fly ash, matching facility shall be required at user ends.

Currently, only a few cement plants have established unloading facilities and acquired wagon rakes to facilitate fly ash transportation by rail. Cement plants to expedite the unloading facility infrastructure at their end.

- Freight for Ash Transportation / Transportation Cost

As per the current railway tariff, fly ash comes under Class 120. To promote and enhance ash utilisation by facilitating bulk transportation from remotely located large capacity power plants to demand centres like NCR, Mumbai, Chennai, Hyderabad, etc. there is a need to bring down tariff for fly ash to at least LR4 class level by providing rebate for initial period of 5-10 years.

This will result in bringing down the landed cost of fly ash at the demand centres and increase its competitiveness with respect to alternatives. TPPs, Cement & other industries may develop requisite infrastructure for bulk ash loading /unloading and transporting ash. It will also help Railways by getting additional loading and reduce dependency on coal.

- Availability of Suitable Rakes:

Availability of rakes is also one of the factors to transport fly ash in environment friendly manner through railway system. Special wagons may be required which can be owned by railways, cement industry, private railway cargo operators or a combination of all the three.

3.23 While commenting on the challenges faced by NTPC in transporting coal and fly ash through Indian Railways, the Ministry of Railways have stated the following:

> "NTPC has planned to get this connectivity work executed through Railway under deposit work. Necessary fund requirement has been communicated to NTPC. The sanctioning of fund has been processed by NTPC.
>
> Connectivity of Railway area work at Chakradharnagar station of SEC Railway has been planned and expected to be completed by Dec-25.

The present status of these sections are as under:-

Name of Project	Plan Head	Line (if any already exist)	Status
Secunderabad-Wadi-Hotgi	DL	Double Line already exists.	Secunderabad (Sanathnagar)-Wadi 3rd and 4th line (173 Km) sanctioned on 02.09.25 at a cost of Rs. 4445.66 Crore.
Ballarshah-Ramagundam	DL	Double Line already exists.	Part of Kazipet-Ballarshah 3rd line (202 Km), cost of Rs. 3183 Crore Commissioning-**178 Km** (24 Km section is remaining between **Ballarshah-Ramagundam)**
Jharsuguda-Bilaspur-Nagpur	DL	Double Line already exists.	This section is a Part of 1) Jharsuguda-Bilaspur 4th Line (206 Km), cost of Rs. 2596 Cr. Commissioning-**159 Km** 2) 4th line between Dadhapara-Bilaspur (3.48 Km) sanctioned on 25.07.25 at a cost of Rs. 60.94 Cr. 3) Dadhapara-Belha 4th Line (9.2 Km) sanctioned on 15.09.2022 at a cost of 169.06 Cr. 4) 4th line between Belha-Dagori (6.5 Km) sanctioned on 11.10.2022 at a cost of 86.59 Cr. 5) Dagori to Nipania 4th line (6.86 Km) sanctioned on 25.07.2025 at a cost of 173.33 Cr. 6) 4th line between Nipania - Bhatapara (14.4 Km) sanctioned

			on 08.12.2022 at a cost of 170.49 Cr. 7) 4th line betweenBhatapara-Hathbandh (14 Km) sanctioned on 30.09.2022 at a cost of 177.09 Cr. 8) 4th line between Sarona-Bhilai (17.30 Km) sanctioned on 06.03.2025 at a cost of 290.47 Cr. Commissioning-**Nil** 9) 4th line between Bhilai- Bhilai Nagar(8.8 Km) sanctioned on 30.09.2022 at a cost of 177.34 Cr. Commissioning-**Nil** 10) 4th line between Bhilai Nagar-Durg Link Cabin (2.8 Km) sanctioned on 02.12.2022 at a cost of 55.51 Cr. Commissioning-**Nil** 11) 4th line between of Durg-Rajnandgaon (31 Km) sanctioned on 13.03.2025 at a cost of 463.83 Cr. Commissioning-**Nil** 12) 4th line between RajnandGaon-Dongargarh (31.2 Km) sanctioned on 12.09.2022 at a cost of 328.34 Cr.Commissioning-**Nil** 13) Rajnandgaon-Nagpur 3rd Line (228 Km), cost of 3545 Cr. Commissioning-**217 Km**

Talcher-Paradip	DL	Double Line already exists.	Part of 1) Budhapank- Salegaon via Rajatgarh 3rd & 4th line (170 Km), cost of 2023 Cr. Commissioning-**113 Km** 2) 3rd line between Nergundi - Barang&Khurda Road - Vizianagaram (385 Km) sanctioned on 25.08.2023 at a cost of 4963 Cr. Commissioning-**Nil** 3) Cuttack-Nergundi 4th line along with Rail flyover at Nergundi (15.99 Km) sanctioned on 15.07.2025 at a cost of 758.64 Cr. Commissioning-**Nil**
Bhadrak-Khurda-Vizianagaram-Vijaywada	DL	Double Line already exists.	Part of 1) Bhadrak-Nergundi 3rd line (80Km), cost of 1284 Cr. Commissioning-**41 Km** 2) 3rd line between Nergundi - Barang&Khurda Road - Vizianagaram (385 Km) sanctioned on 25.08.2023 at a cost of 4963 Cr. Commissioning-**Nil** 3) 4th line between Kottavalasa - Vizianagram (34.7 Km) sanctioned on 25.08.2023 at a cost of 492.93 Cr. Commissioning-**Nil** 4) 3rd & 4th line between Duvvada - Simhachalam North (20.54 Km) sanctioned on 11.04.2023 at a cost of 302.25 Cr. Commissioning-**Nil**

Jharsuguda-Titlagarh-Vizianagaram	DL	Double Line already exists.	Part of 1) Jharsuguda - Sason 3rd and 4th line (35 Km) sanctioned on 09.04.2025 at a cost of 1113.34 Cr. Commissioning-**Nil** 2) 3rd & 4th line of Sarla-Sason (8 Km) sanctioned on 19.04.2023 at a cost of 252.18 Cr. Commissioning-**Nil** 3) Vizianagram-Titlagarh 3rd line (265 Km), cost of 6996 Cr. Commissioning- **144 Km**
Bilaspur-Anuppur-Katni	DL	Double Line already exists.	Part of 1) Anuppur-Katni 3rd Line (166 Km) already commissioned. 2) Shahdol-Singhpur 4th line (6 Km) sanctioned on 04.10.2022 at a cost of 53.86 Cr. Commissioning-**Nil**
Tilaiya-Bakhtiyarpur	DL	Single Line already exists.	Bakhtiyarpur- Tilaiya (104 Km) recently sanctioned at cost of Rs 2192 crore in Sep'25.
Tilaiya-Kul	DL	Double Line already exists.	Part of Kiul-Gaya Doubling (124 Km) which is already commissioned.
Barkakhana-Sonnagar	DL	Double Line already exists.	Part of Sonnagar-Dhanbad 3rd Line (291 Km), Cost of 7906 Cr. Commissioning- **190 Km**
Singrauli-Chunar	DL	Single Line already exists.	Part of 1) Chopan-Chunar Doubling (102 Km) sanctioned on 25.08.2023 at a cost of 1423.96 Cr. Commissioning-**Nil** 2) Chopan-Singrauli Doubling already exists.

Katni-Singrauli	DL	Single Line already exists.	Katni- Singrauli Doubling (257 Km), cost of 4377 Cr. Commissioning- **220 Km**
Rampurhat-Barharwa	DL	Double Line already exists.	Murarai-Barharwa 3rd line (48.90 Km) samctioned on 07.05.2025 at a cost of 935.19 Cr. Commissioning-**Nil**
Katihar-Barsoi-New Jalpaiguri	DL	Single Line already exists.	Part of 1) Doubling of Katihar-Kumedpur and Katihar- Mukuria (65 Km), cost of 942.64 Cr. Commissioning-**Nil** 2) Aluabari Road-New Jalpaiguri 3rd & 4th Line (57 Km) sanctioned on 07.08.2025 at a cost of 1630.03 Cr. Commissioning-**Nil**

Indian Railways has successfully fulfilled the coal transportation needs of NTPC through its fleet of BOXN and Hopper (BOBR) wagons. As a result, the coal stock of NTPC has reached to the best ever level of 19 MT by June'25 (sufficient for 26 days).

During last 3 months [July-Sept,2025 (upto 14th)] the average supply of BoBR rakes to Dadri, Simhadri, Unchahar and Barh is 23.7%, 46.1%, 12.4% and 21.5% respectively.

For stations having Track Hopper for unloading, Indian Railways is regularly inducting Hopper Wagons in its existing fleet of 23,050 Hopper (BOBR) wagons as per increased demand. A total of 2,537 Hopper (BOBR) wagons have been inducted in Railways fleet from 2022-23 to 2025-26(till August). Additionally, as on 01.09.2025, 1,533 Hopper (BOBR) wagons are under procurement.

Apart from above, approval for induction of 39 Hopper (BOBR) rakes under Private Wagon Investment Scheme has been given.

With the increasing induction of additional Hopper (BOBR) wagons, the share of Hopper (BOBR) wagons in the overall rake distribution is expected to rise steadily to meet the requirement of NTPC and other coal customers.

Sufficient rakes have been provided to the needy plants as per sub group planning and the coal stocks of the plants have been replenished. Further, Kudgi and Solapur have now refused to accept any coal rakes due to highest ever coal stock at their end.

Reconciliation of missing and unconnected wagons of NTPC for the period upto 31.03.2020 is under active consideration. In order to complete this global reconciliation, enormous efforts were put in & joint statements were signed. The major pending amount involved is Rs. 463.80 Crore (payable to NTPC) by ER and Rs. 669.37 Crore (receivable from NTPC). Out of which Rs. 444.24 Crore payable in case of ER and receivable of Rs. 529 Crore in case of NR is on account of cost of coal. As per Board's extant instructions, Net sum of all coal value pertaining to NTPC (either payable or receivable to/from NTPC) claims must be zero and coal value should be settled on wagon to wagon basis.

Multiple meetings have been held to resolve the issue. Recently, a meeting was held between Board & Zonal Railway's officials along with NTPC officials, on 20.05.2025 at Board's office, wherein Northern Railway have been directed to complete the reconciliation on PAN India basis in consultation with NTPC and all other zonal railways.

Fly ash, being a fine and moisture-sensitive material, requires covered stock for transportation. Since most cement plants are within 200–300 km of powerhouses, road is preferred for its flexibility and shorter turnaround. Lack of mechanised evacuation infrastructure like silos/pipelines at many

power plants further limits rail movement. Seasonal demands and operational bottlenecks etc. are the main reasons.

In order to increase fly ash traffic, instructions were issued to all Zonal Railways to collect data on fly ash generation and potential rake requirement. Zones were advised to explore empty flow directions and map OD pairs. Freight Incentive Scheme offers 40% concession on NTR for open/flat wagons and LR1 rate for covered wagons, aiming to boost fly ash movement by rail. Fly ash is being loaded in BCFC wagons inducted by Cement companies under LSFTO policy.

Rail is generally more cost-effective for long-lead distances, particularly for bulk movement. However, in cases of shorter leads, road transport is often preferred due to quicker turnaround.

Regular interaction is being maintained with power utilities and cement manufacturers regarding potential fly ash movement. Movement of fly ash, which is presently dominated by road transport, is proposed to be gradually increased through rail.

Fly ash conference was held on 25.8.2025, to discuss all issued related to logistics in which Ministry of Environment and Forests, Ministry of Railways, Ministry of Power, National Thermal Power Corporation (NTPC) and The Energy and Resources Institute (TERI) were among the participants."

3.24 With regard to the steps being taken by the Indian Railways to enhance its share in fly ash transportation and to address environmental concerns associated with its movement, the Ministry of Railways have stated as under:

"Indian Railways have reintroduced a 40% concession on the transport of fly ash in open wagons to incentivize a transition from road to rail. Additionally, the Private Wagon Investment Scheme has been

implemented to enable private investment in specialized wagons such as BTAP, BCFCM, and BCCW, fostering greater efficiency in rail-based fly ash movement. Coordination meetings with power plants and cement companies have highlighted the importance of enhancing handling infrastructure at critical loading and unloading points to facilitate smoother operations. Besides this, concerted efforts are being made by NTPC, power companies and cement companies to develop Fly Ash loading/unloading and storage mechanisms to cater this growing demand duly keeping in view environmental issues.

The steps taken by Indian Railways to mitigate environmental concerns during transport of fly ash includes granting of additional free time of 1 hour per rake for covering open wagons with tarpaulin. Further transportation of fly ash in bagged form in Covered wagons and tank wagons like BTAP is also permitted."

Transport of food grains

3.25 In response to the Committee's query regarding the domestic transportation of food grains through various modes, the Food Corporation of India (FCI) has given the following details-

				(Figures in LMT)
Year	**Rail**	**Road**	**Waterways**	**Grand Total**
2014-15	409.32	57.82	1.04	468.18
2015-16	330.71	53.51	0.27	384.49
2016-17	349.88	59.93	0.16	409.97
2017-18	353.20	67.04	0.34	420.58
2018-19	303.33	79.30	0.80	383.43
2019-20	296.03	92.26	0.89	389.18
2020-21	478.09	115.70	0.72	594.51
2021-22	505.63	105.28	0.70	611.61
2022-23	497.29	88.15	0.40	585.84
2023-24	360.78	82.15	0.53	443.46

2024-25 (upto Feb'25)	305.71	74.73	0.27	380.71

3.26 Further, FCI has stated that in order to minimize transit Losses, it maintains continuous coordination with Indian Railways to address and resolve issues faced during the loading and unloading of food grains, such as: -

- Lack of proper infrastructure/covered sheds at many rail heads, so as to safeguard grains from Rain etc.
- Non availability of Pucca/CC surface at many Rail heads, due to which it becomes difficult to retrieve spilled over grains, which resulted in wastage of valuable grains.
- Non availability of Weighbridge at Rail head at many places, due to which proper weighment/accounting of losses gets difficult.
- Supply of uncleaned/damaged wagons which requires additional efforts for cleaning, so as to avoid any contamination to food grains.
- Supply of leak free wagons for loading of food grains so as to avoid entry of rain water into wagons and consequent damage to the stocks.

Diversification

3.27 With reference to the observation of the Committee that Coal alone account for approximately about 50% of Indian Railways' freight revenue and the steps being taken to diversify its commodity basket, the Ministry replied as under:

> The Coal sector and along with the coal consuming sectors like Power, Steel, or other metals have been relying upon Rail as an efficient mode for Coal and Coke transportation. In IR, among the commodities carried by it, Coal/Coke occupies dominant position in freight tonnage and revenue;

however, Indian Railways have been endeavoring to diversify its freight basket beside continuing to fulfill the transport requirements of the coal sector.

The details of growth in loading and earnings of major commodities other than coal is given below:

Main Commodity Head	Loading (MT)		CAGR	Revenue (₹ in Cr.)		CAGR
	2020-21	2024-25		2020-21	2024-25	
RMSP	24.9	29.53	3%	1978.82	2849.2	8%
Iron or Steel	60.06	67.97	3%	7416.79	11038.39	8%
Iron Ore	159.13	178.12	2%	12661.43	13346.98	1%
Cement	120.40	145.08	4%	9713.67	13079.75	6%
Fertilizers	53.79	59.91	2%	5826.02	7853.64	6%
POL	42.48	50.8	4%	5727.29	7161.37	5%
Container	63.16	88.73	7%	5113.60	9764.82	14%
Total	523.92	620.14	3%	48437.62	65094.15	6%

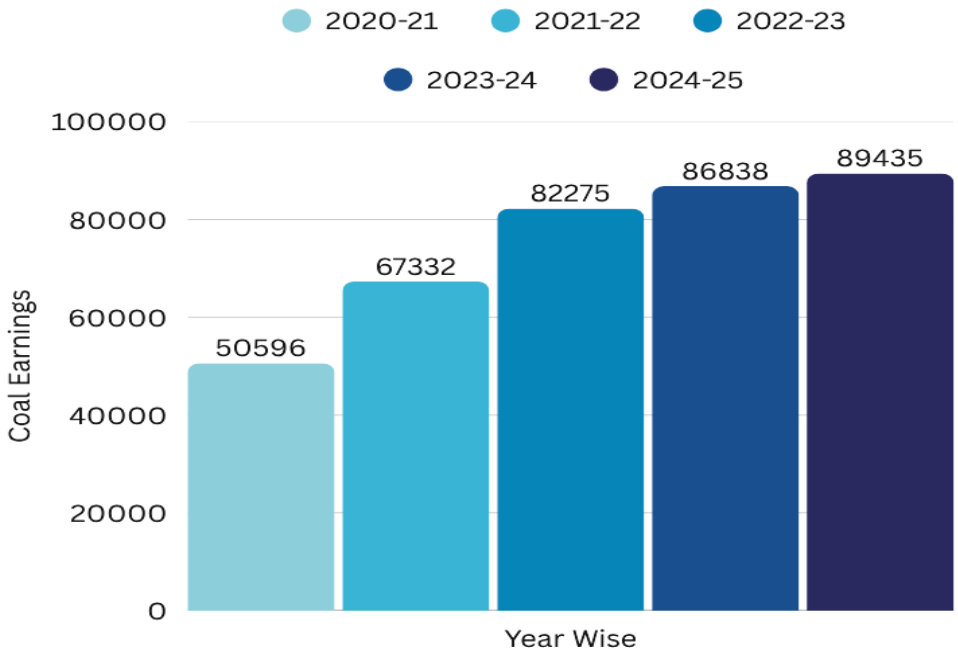
3.28 While commenting on the need to diversify the freight basket of Railways, the Ministry deposed on 10.06.25:

"*As far as modal commodities are concerned, you rightly said that coal constitutes 51 per cent. The percentage of various commodities like iron ore, pig iron, and cement remains largely the same year to year, but in absolute terms, we have improved. ...*

...Data related to containers for auto cars, we will see what the rail share was earlier and what it is now. Largely, it is coal, but our aim is to increase the 'balance other goods' because this is a major area we need to focus

on. The progress is being made, but we must remain competitive with road transport. This is the 'balance other goods'. We have made many policy changes, which I will also show. If you see how we have increased from 2019-20 to now, it is roughly six per cent CAGR."

3.29 Graphical Representation of year-on-year revenue generation from Coal is placed below-



3.30 Regarding initiatives undertaken by Indian Railways to diversify their freight basket and attract additional freight traffic to the railway network, the Ministry have stated as under:

Diversification of Cargo in Indian Railways: Business Development

The Business Development Unit (BDU) at the Railway Board monitors the operations of the Business Development Portal, a centralized platform for receiving and tracing business proposals, along with BDUs established at zonal and divisional levels. The units focus on sector-specific business

development at Board level which includes key directorates such as Traffic Transportation, Freight Marketing, Rates, Coal, Mechanical Engineering/Freight, and Finance Commercial. Business Development Units regularly engage with stakeholders and industry associations to gather recommendations for shifting modal share in favour of Railways and enhancing Indian Railway's freight capacity. The feedback and concerns from stakeholders, as well as from zonal and divisional BDUs, are carefully complied and shared with concerned members of the Business Development Unit for examination at Railway Board level. CFTM and CCM/FM/FS are designated as the nodal officers for managing the IR/BDU portal at the zonal level, while Sr. DCMs in the divisional railways serve as conveners for stakeholder interactions and submit monthly reports, which are reviewed by Zonal Railways, on the IR/BDU Portal.

Indian Railways are pursuing the goal of enhancing modal share of Railways in the non-bulk and non-conventional commodities. The sectors in focus include automobiles, e-commerce, small parcel and Containerized transportation of goods of various kinds.

- Container Traffic on IR has increased by nearly 35% in the last 4 years enabling end to end transportation of a wider range of commodities. To boost containerized traffic growth, the Exclusive Container Rail Terminal (ECRT) Policy has been notified, to enhance logistics efficiency, leveraging rail connectivity and maximum utilisation of existing infrastructure at high potential locations. The commodity like Stainless Steel in coil form was de-notified and is now being permitted for carriage in containers at reduced rates (FAK rates). It is expected to contribute to increasing the modal share of Railways
- Automobile Traffic on Indian Railway has had an exponential growth in the last 6 years. Loading increased from 27, 522 wagons

in FY 2017-18 to 1,79,291 wagons in FY 2023-24. This momentum has been achieved through a multi-pronged approach, including- extensive industry outreach, freight rates rationalisation, creation of dedicated terminals as Gati Shakti Cargo Terminals which act as co-located stock yards and inducting double decker wagons to carry more vehicles in each rake. This is a transformation that balances transport by rail since it is both environmentally sustainable and economically competitive.

- In the Parcel sector, Indian Railways have harnessed the recently launched Joint Parcel Product-Rail Cargo Service (JPP-RCS) to streamline freight logistics through a single digital interface by integrating multiple operators of this sector. This ensures seamless booking options and enables increased freight movements, thereby reducing delays and providing customers with tracking. The E-commerce sector is also expanding its partnership with the Indian Railways: as an example, since 2019, Amazon India has shown an increase of 15 times in the movement of parcels through Railways.

<u>Policy initiatives targeted to diversify Cargo</u>

An indicative list of policy action focus on widening the commodity base is as below:

- BCN (Bogie covered wagon) utilisation is being treated as deemed VP (Parcel Vans) for new traffic, particularly for Fast Moving Consumer Goods (FMCG) and Fast-Moving Consumer Durables (FMCD).
- Rationalisation of fare of Auto Car Taller Wagon (i.e. ACT1/ ACT2/ ACT3) type of wagons for transportation of automobiles, including SUVs, in double deck.
- Review of restoration of freight rebate of 40% for Fly ash from the present 20% earlier.

- Introduction of New Slab (0-25T) in Ro-Ro Traffic, especially in dedicated freight corridor (DFC).
- Introduction of Flat multi-purpose lower floor wagons of bigger size commercial vehicles. 2500 wagons are in the pipeline.
- A tripartite agreement has been signed between Ministry of Railways, Central Warehousing Corporation (CWC) and Central Railside Warehouse Company Ltd. (CRWC). 32 locations have been taken up for development of Railside Warehousing Complexes, including 10 Railside Warehousing Complexes (RWCs) with temperature-controlled storage.
- Incentive to enhance modal share in containerized traffic of Tiles.

<u>International Co-operation: Knowledge and Support Technical Assistance from Asian Development Bank (ADB)-</u>

Knowledge and Support Technical Assistance on grant basis from Asian Development Bank is ongoing. This collaboration targets an increase in modal share for 26 commodities (including, Container, Cloth, leather, plastics, Fast Moving Consumer Goods (FMCG), Fast Moving Consumer Durables (FMCD), Metals and Ores, Machinery, Cement and Clinker, Steel, Fruits and vegetables, etc.) through a holistic review of policies and capacity augmentation to fulfill industry transport needs.

3.31 On being asked by the Committee to provide data on Indian Railways' share in the transportation of goods such as coal, steel, cement compared to other modes like road and inland waterways, the Ministry replied as under-

"Regarding sectoral modal share of different transport means, NITI Aayog, in its report titled, "**Improving Rail efficiency and share in India's freight transport**" submitted in March 2023, the percentage share of Indian railways in freight traffic in the country is estimated to be approximately 26%.

It is to be noted that the accurate data for freight transported by Railways, are available. However, the freight carried by road is not readily available and it is estimated based on road survey. As part of the preparation of the National Rail Plan, inter-alia, a nationwide year-long Road survey was conducted in FY19 at over 100 locations to estimate the transportable freight basket carried by road. Based on this survey estimate of road traffic, the total freight available for transportation in the national ecosystem was 4,709 MT and freight carried by railways was 1200 MT, therefore, the modal share of railways was estimated to be approximately 27%."

3.32 Upon being asked about the share of freight transported by the Indian Railways in comparison to road transport as well as the associated logistics cost, the representation of the Ministry deposed the following on 10.02.25:

"यदि कम्पैरिज़न की बात करें, यदि हम देखें तो करीबन तीन रुपया **60** पैसा प्रतिटन प्रतिकिलोमीटर की कीमत रोड पर पड़ती है और जो रेल पर है, वह एक रुपया **60** पैसा है। इस तरह से यह सस्ता है। यदि हम देखें हमें लॉजिस्टिक कॉस्ट जो कम करनी है, तो यदि हम जितना ज्यादा रेल पर ले जाएंगे, उतनी ज्यादा हमारी लॉजिस्टिक कॉस्ट आठ से नौ पर्सेंट तक आएगी। हमारी करंटली लॉजिस्टिक कॉस्ट **12-13** पर्सेंट है and it costs a lot. So, that is the main thing on which we are working and we hope that in time to come 50 per cent share as far as from the Rail coefficient point of view, we will be able to do it."

3.33 Upon further questioning by the Committee, the Ministry provided the following details-

In the National Rail Plan (NRP), the rail modal share was recorded at 26% in 2017–18. The NRP is a periodic assessment exercise designed to monitor trends in transportation and shifts in modal share over time. According to the NRP's extrapolated forecast, the total freight demand

for the year 2025 is projected to be 6017 million tonnes (MT). In comparison, Indian Railways transported 1617 MT during the same year, resulting in a modal share of approximately 26.87%, or roughly 27%.

Further, as per data from the Economic Directorate, the total freight loading by Indian Railways in 2024– 25 is detailed in the table below:

2024-25 (in million tonnes)			
Commodity	**Production**	**Actual Loading**	**Rail Coefficient**
Coal	1293.3	822.78	63.62%
PI & Steel	163.47	67.97	41.58%
Iron Ore	295.79	178.12	60.22%
Cement	456.18	145.08	31.80%
Fertilizers	67.82	59.91	88.34%
POL	333.47	50.8	15.23%
Container	193.5	88.72	45.85%

Notably, the seven major commodities accounted for 1413 MT out of 2803 MT during this period, which constitutes 87.3% of the total freight loading of IR. Within these major commodities carried by rail which covers a large part of railway freight, the share of the railways stood at 50.17%.

In addition, since NITI Aayog and MoRTH are the specialised institution/ministry, to obtain a comprehensive picture of freight modal distribution across all transport modes, a letter (No. 2025/PL/Misc/NITI Aayog, dated 04.06.2025) was addressed to the Program Director, Infrastructure Connectivity, NITI Aayog, requesting data on the modal share of other transport modes such as road and inland waterways. As Indian Railways do not maintain this information, the lack of data

presents a challenge in accurately determining the overall modal share of the railways. A response from NITI Aayog is currently awaited.

In addition, other relevant and concerned ministries i.e. the Ministry of Road Transport and Highways, the Ministry of Civil Aviation, the Ministry of Ports, Shipping and Waterways, and the Ministry of Petroleum and Natural Gas are being approached to provide relevant data on the total volume of freight transported and the Net Tonne Kilometres (NTKM) achieved by their respective modes. This coordinated effort is essential to develop a holistic understanding of India's freight transportation landscape and to guide future policy decisions.

CHAPTER-IV

DEVELOPMENT OF DEDICATED FREIGHT CORRIDORS:

Background

4.1 On being asked to furnish brief background on DFCCIL, the Ministry have provided the following information-

"While presenting the Railway Budget for 2005-2006, Minister for Railways announced the following on the floor of the House in the Parliament. "The Indian Railways' quadrilateral linking the four metropolitan cities of Delhi, Mumbai, Chennai and Howrah, commonly known as the Golden Quadrilateral and its two diagonals (Delhi-Chennai and Mumbai-Howrah), adding up to a total route length of 10,122 km comprising of 16% of the route carried more than 52% of the passenger traffic and 58% of revenue earning freight traffic of Indian Railways. The existing trunk routes of Howrah-Delhi on the Eastern Corridor and Mumbai-Delhi on the Western Corridor were highly saturated, line capacity utilisation varying between 115% to 150%. Railways lost the share in freight traffic from 83% in 1950-51 to 35% in 2011-12. Not only this, but the National highways along these corridors also comprising 0.5% of the road network carried almost 40% of the road freight. Further, the surging power needs requiring heavy coal movement, booming infrastructure construction and growing international trade led to the conception of the Dedicated Freight Corridors along the Eastern and Western Routes, to begin with.

In April 2005, the Project was discussed at the Japan-India Summit Meeting. It was included in the declaration of co-operation signed between the Hon'ble Prime Ministers of India and Japan for a feasibility study and possible funding of the dedicated rail freight corridors by Japanese

Government. The feasibility study report was submitted to Ministry of Railways in October 2007.

In the meanwhile, Ministry of Railways initiated action to establish a Special Purpose Vehicle for construction, operation and maintenance of the dedicated freight corridors. This led to the establishment of "Dedicated Freight Corridor Corporation of India Limited (DFCCIL), to undertake planning &development, mobilisation of financial resources and construction, maintenance and operation of the dedicated freight corridors. DFCCIL was incorporated as a company under the Companies Act 1956 on 30th October 2006."

Current Status& achievements

4.2 Further, the Ministry have also submitted following details about the current status of Dedicate freight corridors-

"The Dedicated Freight Corridor (DFC) is the biggest ever infrastructure project in the Railways. Ministry of Railways sanctioned construction of two dedicated freight corridors; i.e. Eastern DFC and Western DFC. The Eastern DFC from Ludhiana to Sonnagar (1337 km) caters mostly to coal &mineral traffic from Eastern India. The Western DFC (1506 km) starting from Jawaharlal Nehru Port, New Mumbai and terminating at Dadri near Delhi, caters to port traffic of western coast to Northern hinterland. DFC offers higher transport output in the country with reduced transit time and cost.

<u>Eastern Dedicated Freight Corridor:</u>

The Eastern Dedicated Freight Corridor (EDFC) with a route length of 1337 km consists of two distinct segments- an electrified double-line segment of 936 km between Sonnagar in Bihar & Dadri in Uttar Pradesh

& an electrified single-track segment of 401 km between Ludhiana (Sahnewal) in Punjab and Khurja in the state of Uttar Pradesh. EDFC is passing from the states of Punjab, Haryana, U.P. and Bihar. Due to non – availability of space along the existing corridor particularly near important city centers and industrial townships, the alignment of the corridor takes a detour to bypass densely populated towns such as Mirzapur, Allahabad, Kanpur, Etawah, Ferozabad, Tundla, Hathras, Aligarh, Hapur, Meerut, Muzzafarnagar, Ambala, Rajpura, Sirhind, Doraha and Sahnewal. Since the origin and destinations of traffic do not necessarily fall on the DFC, a number of junction arrangements have been planned to transfer traffic from the existing Indian Railway Corridor to the DFC and vice versa. These include mainly New Chawapail Jn., New Sirhind Jn., New Pilkhani Jn., New Khatauli Jn., New Khurja Jn., New Daudkhan Jn., New Tundla Jn., New Bhadan Jn., New Bhaupur Jn., New Kanpur Jn., New Karchana Jn., New Pt. Deen Dayal Upadhaya Jn., New Son Nagar Link Jn., New Chiraila Pauthu Jn.

Western Dedicated Freight Corridor:

The Western Dedicated Freight Corridor covers a distance of 1506kms, along with connecting lengths of 103.91kms of double line electric (2x25kv) track from JNPT to Dadri via Vadodara –Ahmedabad –Palanpur –Phulera –Rewari which passes through five states. Alignment has been generally kept parallel to existing Indian Railways' lines except detour at Diva, Surat, Ankleshwar, Bharuch, Vadodara, Anand, Ahmedabad, Palanpur, Phulera and Rewari. However, it is entirely on a new alignment from Rewari to Dadri. The Western DFC is proposed to join Eastern Corridor at Dadri. Junction station between the existing Railway system and the Western DFC have been provided at Kharbao, NewUdhana,

Makarpura (Vadodara), Sanand, Mahesana, Palanpur, Marwar Junction, Ateli, Phulera,Bangurgram, Rewari, Prithala Road &Dadri. Further, additional connectivity between DFC network and Indian Railway has been planned at Nilje, Saphale, Sanjan, Bahestan, Gothangaon, Sanjale, Madar, Pacharmalikpur, New Kishangarh.

The traffic on the Western Corridor mainly comprises of ISO containers from JNPT and Mumbai Port in Maharashtra and ports of Pipavav, Mundra and Kandla in Gujarat destined for Inland Container Depots (ICDs) located in Northern India, especially at Tughalakabad, Dadri, Dandhri Kalan & Khatuwas. Besides containers, other commodities expected on the Western corridor are POL, Fertilizers, food grains, salt, coal, Iron, steel and cement."

4.3 Further on being asked about the financing mechanism utilized for EDFC and WDFC, the Ministry have stated as under:

"Financing plan of the project through debt funding from World Bank (Rs 14,900 crore) and JICA (Rs.38,722 crore) for the Eastern and the Western corridors respectively and the balance through gross budgetary support.

Repayment:

Eastern DFC-Loan period is 22 years including a moratorium period of 7 years for World Bank.

Western DFC- Interest will be paid to the Ministry of Finance @ 7% over the period of the loan, after the moratorium of ten years. This arrangement between the Ministry of Finance and the Ministry of Railways will be reviewed at the end of the loan period."

4.4 On being enquired with regard to timeline of the project, DFCCIL have provided the following details:

WDFC: Total 1506 Km length

SN	Name of stretch	Length (RKM)	Date of Commissioning
1	Dadri – Prithla	52	30.11.2022
2	Prithla – Rewari	75	31.03.2023
3	Rewari-Madar	306	07.01.2021
4	Madar- Palanpur	353	18.06.2021
5	Palanpur – Mahesana (Incl. PCL)	75	11.06.2022 (Palanpur-Mahesana)
6			09.09.2022 (PCL Line)
7	Mahesana-Sanand (N)	77	14.12.2022
8	Sanand North- Makarpura	138	31.03.2024
9	Makarpura-Bhestan	130	10.11.2023
10	Bhestan- Golvad (Sanjan)	108	31.03.2023
11	Gholvad (Sanjan)-Palghar	44	31.01.2024 (Completed)
12	Palghar- Vaitarna (Saphale)	46	13.03.2024 (Completed)
Total Commissioned (Till date)		**1404**	
13	Vaitarna- JNPT	102	Dec-25

EDFC: Total 1337 Km length

SN	Section	Length	Date of Commissioning
1	Khurja-Bhaupur	351 km	29.12.2020
2	DDU - Sonnagar	137 km	28.03.2022

3	(New Kanpur) Rooma - Sujatpur	130 km	31.03.2022
4	Chheoki - Chunar	110 km	20.09.2022
5	Khurja – Dadri	46 km	01.10.2022
6	Bhimsen-(New Kanpur) Rooma	25 km	21.10.2022
7	Sujatpur-Karchana (Chheoki)	62 km	28.12.2022
8	Bhaupur- Bhimsen	25 km	28.02.2023
9	Chunar - New Ahruara Road	23 km	31.03.2023
10	Khurja - Khatauli	134 km	31.03.2023
11	New Ahruara Road-DDU	27 km	31.05.2023
12	Sahnewal- Shambhu	80 km	13.06.2023
13	Shambhu-Khatauli	187 km	11.10.2023
Total Commissioned		**1337 Km**	

4.5 Further answering to a query of the Committee about interoperability of trains between dedicated freight corridor and Indian Railways network, the Ministry have stated as under:

- At junction stations the system of working between IR and DFC station is governed by suitable signalling system and interlocking mechanism.
- To ensure the transfer of freight trains between IR & DFCCIL by providing smooth interconnection between various controls on either side, without any delay at the interchange points.
- Operation Control Centre (OCC) working (EDFC-Prayagraj & WDFC-Ahmedabad)

- There are total 50 Connectivity of DFCs (50 Interchange Points), EDFC/26 (NR/08, NCR/14, ECR/04), WDFC/24 (WR12, NWR/09, NR/02, NCR/01).

4.6 While commenting on running passenger trains on DFC network, a representative of the Ministry deposed on 10.02.25 before the Committee as under:

> "आज की तारीख में डीएफसी मील का पत्थर इंडियन रेलवेज़ के लिए साबित हुआ है। जब हमें पैसेंजर और गुड्स ट्रेन्स दोनों चलानी होती हैं, तो डीएफसी ही एक सहारा है। मौनी अमावस्या के दिन मैक्सिमम 364 ट्रेन्स आउटगोइंग में चलाई, उस दिन भी हम 80 ट्रेन्स अप और 80 ट्रेन्स डाउन हम ईस्टर्न डेडीकेटेड फ्रेट कोरीडोर पर चला पाए। अभी भी 475 रैक्स हमें कोल के थर्मल पॉवर स्टेशन्स के लिए देने होते हैं। ये बड़े चैलेंजेज़ हैं और उसको हम पूरा कर पा रहे हैं। Even in a time when Kumbh is there, we are able to manage this barring a few days where we have to control it, उस समय दिक्कत होती है। लार्ज पोर्शन ऑफ दैट ट्रैवल नार्मली यह ईडीएफसी पर हो जाता है। ओनली कनेक्टिंग पर रिक्वायरमेंट होती है। नॉट ओनली दैट, जहां-जहां पर थर्मल पॉवर स्टेशन्स पर डीएफसी से हमारे रैक्स जाते थे, उनकी कनेक्शन्स भी इस तरीके से कर दिए हैं कि वे आईआर पर आए ही नहीं।"

4.7 Further, when being asked about the Concession Agreement between DFCCIL and Indian Railways, the Ministry have provided the following details-

> "The Concession Agreement between DFCCIL and Indian Railways is a legal contract that governs the rights and responsibilities between the Dedicated Freight Corridor Corporation of India Limited (DFCCIL) and the Ministry of Railways (Indian Railways) regarding the operation and management of the Dedicated Freight Corridors (DFCs).

Key Features of the Concession Agreement Are as below**:**

Scope and Purpose**:** Grants DFCCIL the right to design, build, finance, operate, and maintain the DFC network. It defines ownership, asset usage, and access rights.

Term of the Agreement: 30 years after the commencement.

Asset Ownership: Indian Railways retains ownership of the land and assets. DFCCIL gets the right to use and manage the assets (tracks, stations, signalling, etc.).

Operational Control: DFCCIL is responsible for the operation and maintenance of the DFCs.It provides access to Indian Railways to use its network under access agreements.

Revenue Model: DFCCIL earns revenue through Track Access Charges which Indian Railways pay for using DFC infrastructure for freight trains.

Responsibilities of DFCCIL: Maintain safety, performance standards, and timely completion of project milestones. Ensure interoperability with Indian Railways systems where needed. ”

4.8 Regarding commodity-wise loading and earning in recent years, the Ministry have provided the details as under-

Commodity Wise Loading (Rakes & Million Tonne) and Earning (Rs Crore)

Cmdt.	2021-22			2022-23			2023-24			2024-25		
	Rakes	MT	Rs. Cr.	Rakes	MT	Rs. Cr.	Rakes	MT	Rs. Cr.	Rakes	MT	Rs. Cr.
Container	3394	3.76	265.5	5641	6.67	475.0	6135	7.63	647.6	8596	9.55	879.8
Cement	1476	4.16	310.7	1908	5.39	472.7	1789	5.20	456.8	1613	4.41	394.4
Other	36	0.12	4.6	198	0.47	23.1	229	0.30	14.2	572	1.27	195.1
ToT	167	0.14	10.5	71	0.06	4.4	442	0.20	31.2	730	0.36	48.6

Small cargo							561	0.006	2.41	2712	0.03	13.71
Total	**5073**	**8.17**	**591.3**	**7818**	**12.59**	**975.2**	**9156**	**13.34**	**1152.1**	**14223**	**15.62**	**1531.7**
Growth % over Previous Year				**54%**	**54%**	**65%**	**17%**	**6%**	**18%**	**55%**	**17%**	**33%**

4.9 When enquired about major challenges being faced by DFCCIL in its freight operations and steps being taken in mitigating these challenges, DFCCIL has stated as under-

"The biggest challenge faced by DFCCIL in running of trains is the availability of crew. The crew for running the trains is provided by the neighbouring zonal railways. There is issue of outstation rest for the crew on DFCCIL stations. Since the running rooms are available on Indian Railways' stations, the commute of crew from DFCCIL station to Indian Railways' station is long and is affecting the availability of the crew.

Due to the congestion on the feeder routes and other infrastructure constraints on the feeder routes, the total traffic input and output of DFCCIL is not optimised. Also, the congestion at the Indian Railways' terminals results in stabling of trains on DFCCIL.

Steps to be Taken:

Strengthening of crew lobbies for DFCCIL has been planned in consultation with neighbouring zones and is being executed. Running rooms over DFCCIL has been planned in consultation with Indian Railways (IR) and work has been started. Running room at New Palanpur has been commissioned. Construction work of running room at New Kanpur, New Khurja and New DDU is in advance stage. New Running Rooms also proposed at New Phulera, New Makarpura and NewUdhna.

Feeder routes must be strengthened to the standards of DFCCIL as planned. Also, yards are to be planned on Indian Railways network for controlling and stabling of rakes of congested terminals."

4.10 DFCCIL in its further submission regarding its framework has stated that it is an infrastructure company and as per Railway Board's instructions, DFCCIL has been given the mandate that crew and moving infrastructure will be provided by Indian Railways. Accordingly, locomotives, wagons and crew are provided by Indian Railways and DFCCIL maintains and operates tracks. Further on being asked to provide details of sanctioned and actual strength of different categories of employees involved in operation of freight trains like loco pilots, train managers etc., the Ministry have provided details as under-

Data of different categories of employees involved in operation of trains on Indian Railways as on 01.06.2025.		
Categories	Sanctioned	Actual
Station Master & Station Superintendent	41599	38946
Goods Train Manager	22082	12345
Loco Pilot Cadre	142814	107928
Total	206495	159219

With respect to the data of Station Master, Station Superintendent & Loco Pilots Cadre provided above, it is informed that there is no separate data for freight trains & passenger trains. Therefore, a combined data (including both freight and passenger trains) has been provided for Station Master, Station Superintendent & Loco Pilots Cadre.

4.11 Replying to query of the Committee about lack of private sector participation in creation of DFCs, DFCCIL in its reply stated as under-

> "Private sector participation in Railway infrastructure creation has remained a challenge due to high capital investment requirement, long gestation periods leading to delayed returns, and revenue uncertainties linked to traffic diversion by the Indian railways.
>
> Notably, the Sonnagar-Dankuni section of DFC was planned under PPP model to attract private investment. Despite multiple rounds of consultations, conferences with the prospective investors and suitable modifications in the bid conditions, the private sector response remained tepid. Consequently, Indian Railways had to abandon the PPP approach and opt for government equity funding."

4.12 With regard to achievements made by DFCCIL in reducing logistics costs, the Ministry have stated as under:

> "DFCCIL has significantly enhanced the efficiency of freight transportation, resulting in faster movement of traffic from industrial hubs to ports and from coal mines to thermal power plants. This has led to a reduction in logistics costs by minimizing transit delays, lowering inventory holding requirements, and reducing wastage and degradation of goods during transit.
>
> • Trucks on Train (ToT): Enables loaded trucks to be transported on flat rail wagons, reducing transit time, road congestion, and carbon emissions.
>
> • Double stack container trains: Enhancing containerisation efficiency for higher cargo capacity and reduced freight by 50% for upper deck.

- Simplified Business Processes: IT-driven solutions for ease of doing business. ”

4.13 Regarding the question of the Committee about customer centric initiatives of the DFCCIL, the Ministry have given following details as under**:**

“DFCCIL has introduced several customer-centric initiatives to enhance freight transport, including the innovative Trucks on Train service, High-Speed Cargo in Parcel Vans, and the implementation of the Gati Shakti Policy to develop modern, efficient freight terminals. These steps have significantly improved the convenience and speed of freight movement on DFCCIL’s network.

Parcel Management System (PMS): DFCCIL has developed a customized online module for booking NMGHS Parcel Vans, featuring online payment facilities for freight thus enabling customers to conveniently book small cargo shipments from anywhere through a user-friendly interface. The system offers real-time slot availability and secures digital transactions, eliminating paperwork and the need for physical visits, thus saving time and boosting operational efficiency. This initiative marks a significant milestone in the digital transformation of the freight segment.

Freight Operations and Information System (FOIS): This system enables customers to monitor their cargo in real-time, providing transparency and enhancing trust and operational control.

Dedicated Freight Information System (DFIS): An in-house developed platform that integrates real-time data, AI-powered decision support, and predictive analytics to optimize train operations, improving efficiency and reliability in freight services.**”**

4.14 On being asked about speed of freight trains on DFCs, the Ministry provided the details of speed of freight trains on DFC network as under:

Average Speed of freight Trains on DFC network:

	2023-24	**2024-25**
EDFC	35 kmph	34 kmph
WDFC	46 kmph	42 kmph
DFC Overall	38 kmph	37 kmph
IR Speed	25 kmph	24 kmph
%Variation	52%	54%

4.15 Further with regard to steps to improve the speeds over DFCCIL network, Ministry have stated as under-

Steps to improve the speed of trains over DFCCIL network:

- Provision of infrastructure for Crew like Running room/Rest Room with integrated lobby to reduce Pre Departure Detention (EDFC – New DDU, New Karchana (Crew Rest Room), New Kanpur, New Khurja; on WDFC – New Rewari, New Ateli, New Phulera, New Palanpur, New Makarpura, New Udhna & JNPT.
- Elimination of Level Crossing Gates by provision of ROBs, RUBs, & Low Height Subways
- Fencing near inhabited and vulnerable locations to avoid Run over cases
- Asset Reliability like provision of Electronic Interlocking and
- Scheduled Corridor Maintenance Blocks.

Further steps to improve the speeds

- Segregation of wagons to optimize the maximum permissible speeds of rakes
- Induction of 100 kmph speed potential wagons
- Indian Railway's Terminals capacity enhancements to reduce bottlenecks at exit points of DFC
- more holding lines on EDFC & WDFC
- Centralized traffic control (CTC) system over DFC
- Introduction of Kavach.

4.16 On being asked about return on investment of EDFC and WDFC, the Ministry have provided following details as under-

Assumptions - FIRR Calculation

1. FY 2026-2027 is taken as Start year of commissioned project with concession period of 30 Years.
2. Traffic Growth rate of 3.74% is taken based on latest 10 Yrs CAGR of IR. (CDM Smith 2016: 5.2% p.a.) and Annual Tariff increase of 2% is assumed
3. Actual Apportioned Earning for the year 2024-25 is taken as Rs.15,500 Cr.
4. Revised cost of DFC project is 1.21 Lakh Cr (after excluding land cost of Soannagar- Dankuni section of Rs.3340).
5. Reserve services charges is taken as of 50% of apportioned revenue as per JV model.
6. DFC Asset Maintenance charges @ 1.424 lakh/Km per month (escalation @ of 5%/ year) is adopted.

DFC		**EDFC**		**WDFC**	
FIRR (with Land Cost)	FIRR	FIRR (with Land Cost)	FIRR	FIRR (with Land Cost)	FIRR

	(without land cost)		(without land cost)		(without land cost)
8.14%	9.56%	11.32%	13.06%	4.89%	5.86%

Future Plans

4.17 Further with regard to its future plans. DFCCIL has given following details -

"DFCCIL aims to expand its freight operations and integrate multimodal logistics solutions to cater to evolving market demands. Key initiatives include:

I. Expansion of Terminal Network

- Commissioning additional terminals on both private and railway land to enhance cargo handling capacity.
- Development of wharves for agro-based freight movement and e-commerce logistics hubs.

II. New ToT Routes & Parcel Business Growth

- Expansion of ToT services to new routes connecting ports to hinterlands and key industrial corridors.
- Establishing scheduled parcel services at DFC stations to attract e-commerce and high-value cargo.

III. Advanced Digital Transformation

- Implementation of AI-driven Business Intelligence & Decision Support Systems (DSS).
- Development of an integrated block management system for real-time train movement tracking.

IV. Skill Development & Heavy Haul Operations Institute

- Establishing an international-standard training centre for DFCCIL, Indian Railways, and foreign railway professionals.

- Training in operations research, data analytics, and advanced railway technologies.

With these strategic initiatives, DFCCIL is poised to redefine freight transportation in India, ensuring faster, safer, and more cost-effective logistics solutions while contributing to a sustainable future.

Besides, as per the mandate given by Indian Railways, DFCCIL undertook and completed the work of Preparation of Detailed Project Reports (DPRs) of the three new Corridors/sub-Corridors [new DFCs], as, below.

- East Coast DFC: Kharagpur-Vijayawada (extended up to Nidubrolu)- 1149 RKM
- East West DFC: Dankuni-Rajkharsawan-Bhusawal Palghar & Rajkharsawan Andal-2321 RKM
- North South DFC: Itarsi - Vijayawada-922 RKM

The DPRs for above corridors have been submitted to the Railway Board and are under consideration of the Railway Board."

PART-II

OBSERVATIONS/RECOMMENDATIONS

FREIGHT REVENUE

1. The Committee note that freight revenue constitutes a major portion of the total earnings of the Indian Railways. It is primarily due to the freight income that the Railways are able to keep passenger fares affordable for the general public. The Committee feel that enhancing freight revenue is essential not only for generating additional capital to meet modernization requirements but also for keeping passenger fares affordable. The Committee understand that rail-based freight movement is more economical and environmentally sustainable compared to road transport. However, they observe that structural constraints within rail logistics, such as the lack of first-and last-mile connectivity, high costs for short-distance freight movement, terminal and mobility constraints impede potential for increasing freight revenue. The Committee have been apprised of various initiatives undertaken by Indian Railways to augment freight revenue. These include modernization of infrastructure such as freight terminals and yards, upgradation of rolling stock, digitization of freight operations, development of Dedicated Freight Corridors and investment in technology to augment operational efficiency. The Committee note that the freight revenue has shown a consistent upward trend over the past decade except during the Covid -19 affected years. However, the rate of growth varies significantly across different zones. For instance, East Central and South East Central Zones have nearly doubled their freight earnings since 2015-16, while other zones have seen only marginal growth. The Committee are aware that a substantial portion of freight revenue is derived from the transporting commodities such as coal, iron ore, cement, food grains. They

are of the view that close monitoring of the zone wise targets especially with regard to mobility will strengthen efforts to enhance freight revenue across regions. Furthermore, the Committee recommend that the Indian Railways formulate and implement zone specific strategies to attract freight traffic in areas with limited mineral movement and industrial activity. To incentivize modal shift from road to rail, Indian Railways may also consider offering discounted tariffs for transportation of zone-specific goods.

FREIGHT TRANSPORT CHARGES

2. The Committee observe that determining freight rates is a highly complex exercise requiring a careful balance between revenue generation and the strategic need to counter competition from road transport and other modes of freight transportation in India. The Committee are aware about the obligations of Indian Railways as a national carrier and acknowledge its role in supporting critical sectors of the economy by offering concessional freight rates for the transportation of essential commodities such as salt, sugar, foodgrains, edible oils. The Committee further note that Indian Railways have been providing 6% freight concessions on all goods booked to and from North Eastern region since 1983. The Committee observe that the last revision of freight rates was undertaken in 2018 and that rates have remained unchanged since then. This approach reflects a strategic intent to balance multiple objectives like encouraging higher freight volumes, managing financial constraints, maintaining competitive pricing and responding to prevailing economic conditions. The Committee appreciate the various freight policy initiatives undertaken by Indian Railways to promote goods movement via rail as well as substantial investments made over the years in expanding the railway network. In this context, the Committee urge the Ministry to undertake an annual comprehensive assessment of freight rates taking into account commodity wise competitiveness, prevailing

market demand, and operational costs. Based on such assessment, the Committee recommend rationalization of freight rates to enhance competitiveness vis a vis road transport.

REVENUE GROWTH INITIATIVES

3. The Committee take note of the various initiatives undertaken by Indian Railways to increase its freight related earnings. Among these, the implementation of the Traditional Empty Flow Direction Scheme is commendable, enabling the utilization of empty wagons in the return direction at discounted freight rates. The Committee are of the opinion that Railways should leverage advanced data science technologies and data analytics to identify and develop algorithms of instances where wagons are likely to return empty and accordingly offer location based and dynamic discounts on real time basis to optimize wagon utilization. The Committee appreciate the introduction of Roll on – Roll off (RO-RO) services wherein loaded or empty trucks are transported on railway bogies for transportation of different commodities by rail. The Committee feel that this initiative would help in providing last mile connectivity and significantly reduce pollution caused by operation of diesel trucks. To further promote RO-RO services, the Committee urge Indian Railways to offer incentives and undertake infrastructure upgrades including the development of RO-RO specific wagons and enhancement of terminal facilities. The Committee recommend that Indian Railways explore avenues for increasing its non-fare revenue, thereby supplementing its overall earning. In particular, the Committee suggest that advertising on rail coaches and wagons be pursued earnestly as a viable revenue generating initiative.

AVAILABILITY OF WAGONS

4. The Committee note that wagon fleet of Indian Railway plays an important role in ensuring efficiency of day-to-day freight operations. Wagons are specifically designed to transport a wide range of commodities including coal, steel, foodgrains, petroleum products. The Committee emphasize that the timely availability of suitable wagons is essential for the efficient movement of goods by rail. The Committee note that the Indian Railways currently operate approximately 4.27 lakh wagons of various types. The Committee appreciate the ongoing induction of around 30000 wagons annually. However, in the context of Coal transportation, Coal India Ltd has informed the Committee of its requirement for additional wagons to meet the targeted coal evacuation of 900 MT in FY 2025-26. NTPC Ltd has also indicated concerns regarding the availability of BOBR rakes which facilitate faster unloading. Similarly, the Food Corporation of India (FCI) has highlighted the need for non-damaged wagons to ensure the safe transport of food grains, particularly to prevent damage due to water percolation. The Committee note that the Indian Railways have introduced schemes enabling private entities such as port operators, automobile manufacturers, oil producers, aluminum, cement and steel producers, mine owners, power generating companies, logistics service providers to invest in wagons. To date 640 rakes have been procured through various schemes. The Committee observe that increased private sector participation can significantly improve the timely availability of necessary wagons. In this regard, the Committee urge Indian Railways to actively promote private sector investment in wagons by setting a tangible target for promoting private ownership of wagons. The Committee feel that Indian Railways may incentivise private ownership of wagons by offering rebates on freight charges. Furthermore, the Committee recommend that issues such as rail

fractures, weld fractures and wagon related deficiencies be addressed promptly. Additionally, a comprehensive assessment of future wagon requirements be undertaken and a strategic roadmap devised to ensure timely procurement and availability of wagons incorporating inputs from key sectors that rely on Railways for freight transportation.

CONGESTION ON FREIGHT ROUTES

5. The Committee note that freight movement through Indian Railways encounters considerable congestion challenges, leading to prolonged turnaround times that adversely impact revenue generation. Several key routes across the railway network are highly saturated. The prioritisation of passenger trains further reduces the average speed of freight trains. The Committee observe that the average speed of freight trains on Indian Railway network was 23.8 Km/h in 2024-25. While appreciating the steps taken to enhance train speeds such as infrastructure upgrades, modernization of rolling stock, doubling and multi-tracking of critical sections and high-density corridors and operational streamlining, the Committee urge the Ministry to fastrack these initiatives to improve the Railways' competitiveness of rail freight and facilitate modal shift from the road to rail. The Committee are of the view that expanding network capacity through the addition of rail lines and the adoption of advanced signaling technologies is imperative to alleviate congestion on the existing rail network. Accordingly, the Committee recommend that Indian Railways prioritize capacity augmentation projects in sections where train speeds are notably low, to ensure more efficient freight movement.

FREIGHT TERMINALS

6. The Committee are of the opinion that the provision of modern facilities for loading, unloading and storage is critical to enhancing freight movement through rail. Such infrastructure helps minimize delays and damages, thereby improving overall efficiency. The Committee are aware that many railway yards across the Indian Railways' network lack these essential facilities. It is imperative that Indian Railway focus on equipping all its yards with basic infrastructure such as proper approach roads, solid platforms, leak proof roofings. The Committee note that Indian Railways had launched Gati Shakti Cargo Terminal policy to encourage private participation in the development of freight terminals on both railway and private land. The Committee are pleased to observe that 108 Gati Shakti Cargo Terminals have already been commissioned with additional terminals under development. They are of the view that the setting up of Gati Shakti Cargo Terminals be actively promoted as these terminals have the potential to significantly transform India's rail logistics ecosystem by boosting freight volumes and generating additional revenue for the railways. The Committee urge Indian Railways to take proactive measures to promote the setting up of such terminals aimed at linking various regions and industrial hubs across the country with emphasis on last mile connectivity.

COAL EVACUATION PROJECTS

7. The Committee observe that coal transportation forms a significant portion of Indian Railways freight earnings. Railways continue to be the preferred mode of coal movement due to its capacity to handle bulk consignments and its cost effectiveness compared to road transport. However, challenges such as non-availability of requisite rakes, delays in rail connectivity projects and last mile connectivity issues continue to hinder efficiency. The Committee note that a Public Private Partnership (PPP)

policy for Rail Connectivity and Capacity Augmentation was introduced in 2012 and that this policy is currently under revision. Presently the Joint Venture (JV) Model and Customer Funded Model of PPP framework offer opportunities for public sector undertakings (PSUs) such as Coal India Ltd., NTPC Ltd. to invest in coal evacuation projects. The Committee also note that Indian Railways are prioritising critical coal evacuation projects as these are vital for improving rail connectivity, reducing logistic costs and ensuring efficient supply of coal across the country. The Committee recommend that Indian Railways undertake a comprehensive assessment of capacity augmentation requirements of coal transport routes for enhancing overall efficiency and reliability of coal transport by Rail.

FLY ASH TRANSPORTATION

8. The Committee observe that fly ash, a byproduct of coal combustion in thermal power plants, presents a significant opportunity for Indian Railways to enhance its freight revenue. Recognizing the growing demand of transporting fly ash from thermal power stations to cement plants the Committee note that Indian Railways have increased the concession on fly ash transported in Open/ Flat wagons from 20% to 40% when backloaded at unloading terminals as an incentive to promote rail-based movement. However, the Committee take note of the submission made by NTPC Ltd, the largest power producer in India, which highlights its continued reliance on road transport for moving fly ash from its power plants. In light of this, the Committee urge Indian Railways to proactively identify key supply-and-demand clusters for fly ash, analyse the factors contributing to its low modal share in fly ash transportation and formulate targeted strategies to increase rail-based transportation of fly ash. Furthermore, the Committee acknowledge the environmental challenges associated with fly-ash transportation, particularly due to its lightweight nature and potential to

become airborne, leading to pollution. Therefore, it is imperative that only specially designed railway wagons are used for transporting fly ash and that all relevant environmental regulations are strictly adhered to during its transit. The Indian Railways may also study the possibility to suitably modify the existing rakes used for transportation of coal, so that they can safely transport fly ash to the intended destination on return from power plants.

DIVERSIFICATION OF FREIGHT BASKET

9. The Committee note that Indian Railways' freight earnings are predominantly derived from the transportation of limited set on commodities such as coal, iron ore and cement. The Committee further observe that the year-on-year revenue growth from coal and iron ore is gradually decelerating. The Committee feel that a broader commodity basket is essential for ensuring sustainable growth as it provides cushioning against fluctuations in the demand and usage of specific commodities. To enhance its earnings, Indian Railways need to expand its focus beyond bulk goods and target commodities that are currently transported primarily by road. Diversifying into segments such as automobiles, Fast Moving Consumer Goods (FMCG) and e-commerce offers significant potential to boost revenue and reduce overdependence on a narrow range of freight categories. The Committee appreciate the notable increase in automobile traffic transported by rail which have been facilitated through proactive industry engagement, rationalization of freight rates, development of dedicated Gati Shakti Cargo Terminals, functioning as co-located stockyards and the induction of double decker wagons to maximize vehicles capacity per

rake. The Committee urge Indian Railways to conduct a comprehensive analysis of its existing freight portfolio, identify commodities with low rail modal share but high growth potential, assess their specific logistical requirements and address operational bottlenecks that hinder their movement by rail. Additionally, the Committee recommend that the Ministry intensify outreach to sectors such as FMCG, e-commerce, fly ash to expand rail's footprint in areas meaningful to successfully diversify its freight basket. Indian Railways must ensure efficient operations, reliable services, appropriate wagons availability, competitive pricing, a supportive logistics ecosystem and technology-driven, consumer centric services. The Committee emphasise that diversification is imperative for long term sustainability.

DEDICATED FREIGHT CORRIDOR

10. The Committee observe that the creation of Dedicated Freight Corridors (DFCs) has the potential to revolutionise rail freight transportation by offering high-speed and high-capacity tracks, thereby significantly reducing transit times and logistics costs. The Committee note that the development of DFCs represents the single largest infrastructure initiative undertaken by Indian Railways. The Committee also note that the Eastern DFC spanning 1337 km. from Ludhiana to Sonnagar primarily serves to coal and mineral traffic from Eastern India and the Western DFC covering 1506 km from Jawaharlal Nehru Port in New Mumbai to Dadri near Delhi, facilitate the movement of port traffic from the western coast to the northern hinterland. The Committee are pleased to note that EDFC has been completed and WDFC is nearing completion. These corridors have played a pivotal role in decongesting the existing rail network, enhancing the

speed of freight trains and increasing the share of Indian railway in freight transportation. The Committee take note of role played by DFC network in managing both passenger and freight trains during Maha Kumbh. The Committee are aware that Detailed Project Report (DPR) for three additional freight corridors that will cater to specific commodities and span key regions across the country have already been finalised and are currently under review by the Railway Board. Recognizing that development of DFCs is highly capital intensive, the Committee emphasize the importance of evaluating economic returns relative to investment and overall project cost. The Committee note that the Sonnagar-Danakuni section of the EDFC was initially planned under the Public-Private Partnership (PPP) model. However, due to limited interest from the private sector, Indian Railways had to abandon the PPP model and opt for government equity funding. Given the substantial capital requirement of DFC projects and the need for budgetary support across various railway infrastructure and modernization initiatives, the Committee recommend that the Indian Railways make concerted efforts to attract private sector investment for future DFCs by offering commercially viable and attractive terms.

11. The Committee note that approximately 2741 Km of Dedicated Freight Corridor (DFC) has already been commissioned. Freight loading and revenue generation on the DFC network have witnessed a significant uptrend in recent years. The corridors have facilitated faster movement of goods from industrial hubs to ports and from coal mines to thermal power plants. Notably the operation of double stacked container trains has also been introduced on the DFC network. The Committee observe that the speed of freight trains on the DFC network was 37 Km/h in 2024-25, making a substantial improvement over the speeds achieved on the conventional Railway network. However, the Committee feel that there is considerable

scope of further improvement. The Ministry have outlined several initiatives aimed at increasing the average speed of trains on the DFC network including the elimination of level crossings, deployment of 100 km/h capable wagons and implementation of the kavach safety system. The Committee urge Indian Railways to adopt a timely well-coordinated approach to ensure the effective execution of these measures, thereby improving the overall efficiency of the DFC network. Furthermore, the Committee are of the view that all future DFC projects must integrate the efficiency enhancing measure, currently being implemented post operationalization into the planning and design stages from the outset. Further, the Committee recommend that Indian Railways prioritize the development of new feeder routes and undertake capacity augmentation of existing feeder routes to ensure seamless connectivity between major industrial hubs and the DFC network.

12. The Dedicated Freight Corridor Corporation of India Limited (DFCCIL), entrusted with the operation and maintenance of Dedicated Freight Corridors (DFCs), has raised concerns regarding the availability of crew for train operations on the DFC network. The Committee observe that the fully electrified DFCs equipped with dedicated high-capacity tracks exclusively for freight was conceptualized to significantly reduce transit times and enhance the efficiency of freight movement. The Committee feel that this vision could be impacted if operational bottlenecks particularly those related to crew availability are not promptly addressed. The Committee note that as per directives issued by the Railway Board, Indian Railways are responsible for providing both crew and moving infrastructure for DFC operations. The Committee emphasize the shortage of crew needs to be urgently resolved to minimize delays, improve throughputs and ensure uninterrupted freight movement across the DFC network. Accordingly, the

Committee urge Indian Railways to take necessary and effective measures to ensure the availability of adequate crew required for the smooth operation of trains on the DFC network.

New Delhi;
12 December, 2025
21 Agrahayana, 1947 (Saka)

DR. C.M. RAMESH
Chairperson
Standing Committee on Railways

ANNEXURE I

DETAILS OF WAGONS AS ON 01.06 2025

Type Wise Wagon Population As on 1st June, - 2025				
Wagon Type	**Railway**	**NRC**	**Defence**	**Total**
BOXNHL	99555	9635		**10919**
BCNAHSM1	40368			**40368**
BCNAM1	28245			**28245**
BOXNHL25T	9370	11315		**20685**
BCNHL	18858			**18858**
BOXNM1	13186			**13186**
BTPN	13006	49		**13055**
BOBRNHSM1	11744	257		**12001**
BOXNR	11784	3		**11787**
BOXNHSM1	11464	13		**11477**
BLCBM		10738		**10738**
BOXNS	8172			**8172**
BLCAM		7156		**7156**
BRN22.9	5777	510		**6287**
BOBRNM1	5701	115		**5816**
BOBYN	5217			**5217**
BCNM1	5095			**5095**
BVCM	3992	843		**4835**

BOSTHSM2	4532			**4532**
BOSTHSM1	4268			**4268**
BLCSB		4063		**4063**
BRNAHS	3951	1		**3952**
BVZI	3544	223		**3767**
BTAP		3599		**3599**
BFNV		3332		**3332**
BOXNRHS	3113	1		**3114**
BLCB		2813		**2813**
BOXNHSM2	2790			**2790**
BOSM	2589	196		**2785**
BLCSA		2710		**2710**
BRNA	2466	118		**2584**
BOBRNHSM2	1820	745		**2565**
BOBSNM1	2339	218		**2557**
BOBYNHSM1	2339			**2339**
BLSSB		2162		**2162**
BOSTHS	2077			**2077**
BFNSM1	3	1961		**1964**
BOXNLW	1891			**1891**
BLCA		1875		**1875**
BOBRM1	1796	77		**1873**
BOXNM2	1676			**1676**
BTPGLN	1077	546		**1623**

BFNS	1040	547		**1587**
BRHNEHS	1529			**1529**
BOBYNM1	1357			**1357**
MBWT			1315	**1315**
BOMN			1175	**1175**
BVZC	1129			**1129**
BFNS22.9	144	923		**1067**
BCCW		1059		**1059**
BCACBMB		998		**998**
BOYEL	980			**980**
BLLB		962		**962**
BOXNHAM	909	3		**912**
BOXNRM2	830			**830**
BTFLN	827			**827**
BCFCM		793		**793**
BWTB			777	**777**
BOBYNHS	692	40		**732**
BCFCM1		668		**668**
BRN22.9M1	614	30		**644**
BLLA		640		**640**
BOST	617			**617**
BTCS		589		**589**
BFKHN		523		**523**
BFAT			494	**494**

DBKM			492	**492**
BCFC		444		**444**
BRN	427	6		**433**
BOXNCR	380			**380**
BCBFG		372		**372**
MBOXN	364			**364**
BCACBMA		316		**316**
BOBSNS	140	162		**302**
BOBRNEL	259			**259**
BOSTM1	250			**250**
BOXNLWM1	231			**231**
BOXNHA	215			**215**
BLSSA		197		**197**
BFKN		151		**151**
BOXNEL	147			**147**
BWTA			143	**143**
BRSTN			138	**138**
BOXNLWM2	115			**115**
BAFRDR		81		**81**
BOBRNAHSM	4	61		**65**
BOXNCRM1	63			**63**
BRS			63	**63**
BCNAHS	60			**60**
BRHN	42			**42**

BTAL		42		**42**
BTALNM		35		**35**
ACT1		33		**33**
BCCN		30		**30**
BOXNG	29			**29**
BWT			26	**26**
BOSTHSM3	24			**24**
MBFU			24	**24**
BLLMB		21		**21**
BTALN		20		**20**
MBKM			20	**20**
BRHC	17			**17**
BLLMA		16		**16**
BRH	16			**16**
BRHT	11			**11**
BFU			10	**10**
BRNAM1	10			**10**
BCCNR		4		**4**
BCNHSM1	4			**4**
RORO	3			**3**
BCDS			2	**2**
ACT2A	1			**1**
BFR			1	**1**
BKC			1	**1**

BKU			1	**1**
BOXNAL	1			**1**
TOTAL	**347286**	**75040**	**4682**	**42700**

ANNEXURE II

Delay in Railway Projects funded by CIL:

S. No	Mode of Funding	Sub.	Executing Agency	Name of Project	Cost (Crs.)	Original Target Date	Likely/Actual Date of Completion
1	Deposit Basis	CCL	ECR	Tori-Shivpur	3322.2	**Commissioned & Operational**	
2		MCL	SER	Jharsuguda-Barpali-SardegaPh-II Works (Includes (i) Doubling, (ii) Loading Bulbs at Barpali and (iii) Flyover Complex at Jharsuguda)	878.00	**Commissioned & Operational**	
					809.00	Dec'24	Dec'26
					1511.00	Dec'25	June'26
3	SPV	SECL	IRCON	CERL Ph I: Kharsia-Dharamjaigarh	3407.09	**Commissioned & Operational** *(Mainline & Two Feeder Lines)*	
4		MCL	ECoR	MCRL- Ph-1: Angul-Balram	326.00	**Commissioned & Operational**	
5		SECL	IRCON	CEWRL: Gevra Rd. – Pendra Rd	4970.11 (Original) 7448.52 (Revised)	Mar'23	Dec'25
6		CCL	IRCON	JCRL: Shivpur-Kathautia Railway Line	1799.64 (Original) 2564.34 (Revised)	June' 25	June'26
7		SECL	IRCON	CERL Ph-II:Urga-Dharamjaigarh	1686.22	Mar'26	Aug'26

Capacity Augmentation and New Rail Line important for Coal Evacuation:

I. 3rd line from Talcher to Budhapank (10 km) & 3rd and 4th from Budhapank to Rajathgarh (124 km) to be fast-tracked.

II. Fast-tracking of doubling of Angul Balram rail line. This line shall be of importance for evacuation towards Sambalpur and Cuttack.

III. Garepelma-Sardega Rail Line will allow movement of Coal from MCL towards Bilaspur and also movement of Coal from SECL for evacuation through Rail-Sea-Rail (RSR) mode.

IV. 3rd line from Jharsuguda Jn to Rourkela is under construction. However as per future O-D coal flow mapping, the capacity won't be sufficient. Therefore 4th line has to be fast-tracked from Jharsuguda Jn to Rourkela.

V. Evacuation Capacity of Jharsuguda-Barpali Rail Line is to be enhanced by tripling of rail route. As the planned from IB and Basundhara Coalfields is anticipated to be reach ~160 MT by FY30.

VI. Cuttack ROR, Lajkura ROR and Flyover at Titlagarh to be prioritized and fast-tracked for further decongestion of the Indian Railway Network for seamless coal traffic from MCL.

VII. 3rd and 4th line between Cuttack-Badabandha and Badabandha-Paradeep and to be fast-tracked for enhancing the quantum of coal evacuation through RSR mode.

VIII. Although Auto-Signalling works between Korba and Champa along with Korba Yard modification is underway, a third line between Korba and Champa may be required for future evacuation of coal from Korba CF towards Bilaspur.

IX. 4th Line between Pendra Rd to Anuppur&Anuppur to New Katni should be planned for further decongestion of the route.

X. CERL is expected to join CEWRL at Urga (Korba) via the CERL Phase-II. Therefore, CERL Phase-II and CEWRL needs to be expedited for coal evacuation to northern India from the coalfields of Ib Valley and MandRaigarh which is under execution by M/s IRCON.

XI. 4th Line between Bilaspur and Nagpur to be expedited for improving west bound traffic and also decongestion in the existing traffic.

XII. Nagpur-Wardha line is currently running at 158%. Due to increased supplies from Chhattisgarh to Maharashtra along with traffic from Odisha and WCL's own traffic, tripling of this line to be expedited.

XIII. Doubling of Chopan to Chunar Section should be planned as capacity augmentation of an important feeder line for DFC.

ANNEXURE-III

Details of commissioning/laying of new track across Indian Railways

S No	Mode of Funding	Sub.	Executing Agency	Name of Project	Cost (Crs.)	Original Target Date	Likely/Actual Date of Completion
1.	SPV	SECL	IRCON	CERL Ph I: Kharsia-Dharamjaigarh	3407.9	Commissioned and Operational (Mainline & Two Feeder Lines)	
2.		MCL	ECoR	MCRL-Ph-I: Angul-Balram	326	Commissioned and Operational.	
3.		SECL	IRCON	CEWRL:Gevra Rd-Pendra Rd	4970.11 (Original) 7448.52 (Revised)	Mar'23	June, 2026
4.		CCL	IRCON	JCRL:Shivpur-Kathautia Railway Line	1799.64 (Original) 2564.34 (Revised)	June'25	June, 2026
5		SECL	IRCON	CERL Ph-II:Urga-Dharamjaigarh	1686.22	Marr'26	August, 2026

Capacity Augmentation and New Rail Line important for Coal Evacuation:

CERL is expected to join CEWRL at Urga (Korba) via the CERL Phase-II. Therefore, CERL Phase-II and CEWRL needs to be expedited for coal evacuation to northern India from the coalfields of Ib Valley and Mand Raigarh which is under execution by M/s IRCON.

- The project is targeted to be commissioned in August, 2026."

APPENDIX-I

MINUTES OF THE EIGHTH SITTING OF THE STANDING COMMITTEE ON RAILWAYS (2024-25)

The Committee met on Monday, the 10th February, 2025 from 1500 hrs. to 1700 hrs. in Committee Room 'B', Parliament House Annexe, New Delhi.

PRESENT

Dr. C.M. Ramesh – Chairperson

MEMBERS

LOK SABHA

2. Shri Damodar Agrawal
3. Shri Ummeda Ram Beniwal
4. Smt. Sangeeta Kumari Singh Deo
5. Dr. Amol Ramsing Kolhe
6. Shri Balabhadra Majhi
7. Shri Khagen Murmu
8. Adv. Adoor Prakash
9. Shri Awadhesh Prasad
10. Shri Sudama Prasad
11. Shri M K Raghavan
12. Smt. Satabdi Roy
13. Dr. Swami Sachidanand Hari Sakshi
14. Dr. Bhola Singh
15. Shri Bharatbhai Manubhai Sutariya
16. Shri Gopal Jee Thakur

RAJYA SABHA

17. Dr. Sarfraz Ahmad
18. Shri Narhari Amin
19. Shri Subhasish Khuntia
20. Shri Upendra Kushwaha
21. Dr. K. Laxman
22. Smt. Sadhna Singh
23. Dr. Sumer Singh Solanki
24. Shri K. Vanlalvena

25. Shri Mukul Balkrishna Wasnik

SECRETARIAT

1. Smt. Suman Arora - Additional Secretary
2. Md. Aftab Alam - Director
3. Smt. Savdha Kalia - Deputy Secretary

REPRESENTATIVES OF THE MINISTRY OF RAILWAYS (RAILWAY BOARD)

1.	Shri Satish Kumar	Chairman & Chief Executive Officer, Railway Board & Ex. -officio Principal Secretary to the Government of India.
2.	Shri Hitendra Malhotra	Member Operations & Business Development to the Government of India.
3.	Shri Mukul Saran Mathur	Additional Member/Commercial, Railway Board
4.	Shri Pranai Prabhakar	Principal Executive Director/Infra, Railway Board
5.	Shri Prabhas Dansana	Principal Executive Director/TT(M) Railway Board

2. At the outset, the Chairperson welcomed the Members of the Committee and the representatives of the Ministry of Railways (Railway Board) to the sitting. The Chairperson then informed that the meeting has been convened to have a briefing from the Ministry of Railways (Railway Board) on the subject 'Increasing freight related earnings of Indian Railways and development of Dedicated Freight Corridors'. He also drew the officials' attention to the provisions of Direction 55 of the Directions by the Speaker, Lok Sabha emphasizing that the proceedings must be treated as confidential.

3. The representatives then briefed the Committee on the current status of railways' freight operations and future plans. They highlighted key initiatives to expand the freight portfolio and boost revenue viz Traditional Empty Flow Direction (TEFD) Scheme, increasing share in automobile traffic, enhancing container traffic and the operation of freight services on Dedicated Freight Corridors among others. The Committee also informed about the efforts to improve first and last mile connectivity through the Joint Parcel Program with India Post.

4. The Committee then sought clarifications on various issues, including the shortage of different kinds of wagons, freight incentive schemes, Gati Shakti Terminals and status of new Dedicated Freight Corridors. The Committee also discussed ways to increase share of Indian Railways in freight traffic in the country considering lower cost of transport through Railways when compared with road.

5. The representatives replied to some of the queries. The Chairperson thanked the officials of the Ministry for providing valuable information and directed the Ministry to submit replies to the queries for which the information was not readily available.

6. A copy of verbatim record of the proceedings of the Committee has been kept.

The witnesses then withdrew.

The Committee then adjourned.

APPENDIX-II

MINUTES OF THE TWELFTH SITTING OF THE STANDING COMMITTEE ON RAILWAYS (2024-25)

The Committee met on Tuesday, the 10th June, 2025 from 1100 hrs. to 1330 hrs. in Committee Room No. 2, Parliament House Annexe Extension, New Delhi.

PRESENT

Dr. C.M. Ramesh – Chairperson

MEMBERS

LOK SABHA

2. Shri Damodar Agrawal
3. Shri Tariq Anwar
4. Shri T.R. Baalu
5. Shri Ummeda Ram Beniwal
6. Shri Chhotelal
7. Smt. Sangeeta Kumari Singh Deo
8. Shri Kaushalendra Kumar
9. Shri Khagen Murmu
10. Shri Awadhesh Prasad
11. Shri Sudama Prasad
12. Dr. Swami Sachidanand Hari Sakshi
13. Dr. Bhola Singh
14. Shri Bharatbhai Manubhai Sutariya
15. Shri Gopal Jee Thakur

RAJYA SABHA

16. Shri Narhari Amin
17. Shri Upendra Kushwaha
18. Dr. K. Laxman
19. Shri Sandeep Kumar Pathak
20. Smt. Sadhna Singh
21. Shri Mukul Balkrishna Wasnik

SECRETARIAT

1. Shri Dhiraj Kumar - Joint Secretary
2. Md. Aftab Alam - Director

REPRESENTATIVES OF THE MINISTRY OF RAILWAYS (RAILWAY BOARD) AND DFCCIL

1.	Shri Satish Kumar	Chairman & Chief Executive Officer, Railway Board & Ex. -officio Principal Secretary to the Government of India.
2.	Shri Hitendra Malhotra	Member Operations & Business Development the Government of India.
3.	Shri Rajesh Kumar Kashyap	Additional Member/Commercial, Railway Board
4.	Dr. Manoj Singh	Additional Member/ Traffic, Railway Board
5.	Shri Pranai Prabhakar	Principal Executive Director/Infra, Railway Board
6.	Shri Praveen Kumar	Managing Director/DFCCIL

2. At the outset, the Chairperson welcomed the representatives of the Ministry of Railways (Railway Board) and DFCCIL to the sitting of the Committee. The Chairperson then informed that the meeting has been convened for oral evidence by the representatives of the Ministry of Railways (Railway Board) and DFCCIL on the Subject 'Increasing freight related earnings of Indian Railways and development of Dedicated Freight Corridors'. He also drew attention of the officials to the provisions of Direction 55 of the Directions by the Speaker, Lok Sabha emphasizing that the proceedings must be treated as confidential.

3. The Committee congratulated Indian Railways for completion and inauguration of Udhampur-Srinagar-Baramulla Rail link project connecting the Kashmir valley to other parts of country by Railway. The Committee also praised 'Chenab Rail Bridge' as an engineering marvel.

4. The representatives then briefed the Committee about revenue generated by Indian Railways commodity-wise in previous years as well as measures being

taken by the railways to increase freight loading and revenue generation. The measures included incentive schemes (concession on short lead traffic, Liberalized Automatic Freight Rebate scheme, Concession on Fly Ash Traffic), construction of Gati Shakti cargo terminals, upgradation of rail yards etc. The Committee were also briefed about social service obligations of Indian Railways and revenue forgone in respect of the same. The representatives also informed the Committee about status of Dedicated freight corridors, plans for construction of new corridors, steps being taken to fully utilize these corridors etc.

5. The Committee then sought clarifications on several key issues including steps being taken to ensure availability of wagons, increasing speed of freight trains, providing connectivity to industries, reasons for delay in completion of western DFC amongst others.

6. The representatives replied to some of the queries. The Chairperson thanked the officials of the Ministry and DFCCIL for providing valuable information and directed the Ministry to submit replies to the queries for which the information was not readily available.

6A. In the course of the sitting the Representatives of the Ministry of Railways (Railway Board) apprised the Committee about the salient features of the Udhampur-Srinagar-Baramulla Rail link including the Chenab Rail Bridge. It was suggested by the representative of the Ministry of Railways (Railway Board) that the Committee may like to visit the UT of J&K to have an on the spot assessment of the Udhampur-Srinagar-Baramulla Rail link including the Chenab Rail Bridge.

7. Then, the Committee decided to undertake an on-the-spot study visit to Katra and Srinagar for assessment of the USBRL project as well as to have first hand information on the issues concerning the subjects selected by the Committee.

8. A copy of verbatim record of the proceedings of the Committee has been kept.

The witnesses then withdrew.

The Committee then adjourned.

APPENDIX-III

MINUTES OF THE SECOND SITTING OF THE STANDING COMMITTEE ON RAILWAYS (2025-26)

The Committee met on Monday, the 12th December, 2025 from 1000 hrs. to 1030 hrs. in Committee Room No. 1, Parliament House Annexe Extension Building, New Delhi.

PRESENT

Dr. C.M. Ramesh - Chairperson

MEMBERS

LOK SABHA

2. Shri Damodar Agrawal
3. Shri Tariq Anwar
4. Shri Ummeda Ram Beniwal
5. Shri Chhotelal
6. Smt. Sangeeta Kumari Singh Deo
7. Dr. Amol Ramsing Kolhe
8. Shri Kaushalendra Kumar
9. Shri Balabhadra Majhi
10. Shri Khagen Murmu
11. Adv. Adoor Prakash
12. Shri Awadhesh Prasad
13. Shri Sudama Prasad
14. Smt. Satabdi Roy
15. Dr. Swami Sachidanand Hari Sakshi
16. Dr. Bhola Singh
17. Shri Bharatbhai Manubhai Sutariya
18. Shri Gopal Jee Thakur

Rajya Sabha

19. Dr. Fauzia Khan
20. Shri Subhasish Khuntia
21. Shri Upendra Kushwaha
22. Dr. K. Laxman
23. Shri Meda Raghunadha Reddy
24. Dr. Sumer Singh Solanki
25. Shri Mukul Balkrishna Wasnik

SECRETARIAT

1. Shri Dhiraj Kumar - Joint Secretary
2. Smt. Savdha Kalia - Deputy Secretary

2. At the outset, Hon'ble Chairperson welcomed the Members to the sitting of the Committee convened for consideration and adoption of draft Report of the Committee on the subject 'Increasing freight related earnings of Indian Railways and development of Dedicated Freight Corridors'.

3. Thereafter, the Committee took up for consideration the above mentioned draft Report of the Committee.

4. After deliberations, the Committee adopted the above mentioned draft Report without any amendments/modifications.

5. The Committee then authorized Hon'ble Chairperson to finalize and present the Report to the Parliament.

6. **** **** ****

The Committee then adjourned.

*** Not related to the Report**