

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

STARRED QUESTION NO:389
ANSWERED ON:11.05.2006
DECREASE IN TRANSPORTATION OF GOODS
Singh Shri Rakesh

Will the Minister of RAILWAYS be pleased to state:

- (a) whether there has been a decrease in transportation of goods through railways as compared to road transportation;
- (b) if so, the reasons therefor;
- (c) the corrective measures taken/proposed to be taken to increase the transportation of goods through Railways;
- (d) whether the Railways have provided adequate number of wagons to the Railway Zones for achieving the freight target set for 2006-07; and
- (e) if not, the steps taken in this regard ?

Answer

MINISTER OF RAILWAYS (SHRI LALU PRASAD)

(a) to (e) A statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 389 BY SHRI RAKESH SINGH TO BE ANSWERED IN LOK SABHA ON 11.05.2006 REGARDING DECREASE IN TRANSPORTATION OF GOODS.

(a) to (e) Sir, Freight traffic is moved by various modes of transportation such as trucks, pipelines, coastal shipping etc. Earlier, the Railways were having monopoly in freight traffic. With the passage of time, as various other modes have developed, the Railways have been encountering competition from them, mainly from the road transport. Over the last few years Indian Railways have performed very well, which is evident from the data below:

Year	Originating freight traffic (in million tons)	% increase over last year
2001-02	492.50	-
2002-03	518.74	5.33
2003-04	557.39	7.45
2004-05	602.78	8.14
2005-06 @	667.39	10.72

@- provisional

In order to generate additional traffic Indian Railways have introduced various schemes such as Freight Forwarder Scheme, Traditional Empty Flow Direction Freight Discount Scheme, Loyalty Discount Scheme, Long-term Special Incentive Scheme, Mini Rake, 2-point rake scheme, New Parcel Policy, Refrigerated Parcel Vans, Wagon Investment Scheme(WIS), Development of Rail-Side Warehousing Complexes through Public Private Partnership (RWCs) and Liberalization of siding rules.

Ensuring adequate availability of wagons on various Zonal Railways for movement of freight traffic depends on the overall transport demands, which keep varying. Balancing of wagons is, therefore, done on day to day basis through intensive monitoring of freight stock. Every possible step has been taken to ensure adequate supply of wagons to the Railway Zones for achieving the freight target set for 2006-07. Private investment has also been encouraged for procurement of wagons under Wagon Investment Scheme (WIS) thereby adding 34 rakes to Indian Railways wagon pool till date.

However, in the absence of any reliable data for the freight traffic (goods) carried by Road sector it would not be possible to make a fair comparison between the two.