

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:3894  
ANSWERED ON:13.12.2001  
TRANSPORTATION OF GOODS  
VILAS BABURAO MUTTEMWAR

**Will the Minister of RAILWAYS be pleased to state:**

- (a) whether the Government have carried out any study on rise/fall in rail transport for major items of goods during the last three years;
- (b) if so, the details thereof along with the extent of loss of freight due to rise in road transport;
- (c) the details of fresh strategies marked out/proposed to meet effectively the threat of competition to road transport; and
- (d) the action plan finalised in this regard?

**Answer**

MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINIST  
RAILWAYS (SHRI O. RAJAGOPAL)

(a) to (d) A Statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) & (d) OF LOK SABHA UNSTARRED QUESTION NO. 3894 ASKED BY  
SHRI VILAS MUTTEMWAR TO BE ANSWERED ON 13.12.2001 REGARDING TRANSPORTATION OF GOODS

(a) & (b) : No Sir. While Railways maintain comprehensive records of the traffic carried by them, similar data is not maintained by roadways. The latest estimates available for traffic carried by roadways are for the year 1997-98, which as per Economic Survey of India 1997-98, is 60% of the total freight movement. Correspondingly 40% of the movement of major items of goods is presumed to be on rail. As no details for the current level of traffic on road is available, the loss of share of rail to road over the last 3 years can not be estimated.

(c) & (d) : The strategies for raising the rail share of freight traffic vis-a-vis roads includes substantial and time bound augmentation of the line and terminal capacities on the `High Density Network` of Indian Railways and recovering non- bulk high value traffic through appropriate marketing efforts. Rationalization of freight tariff structure is also under consideration. Action taken to attract more traffic includes the following measures:-

i) Starting of a new service named CONTRACK by CONCOR's (Container Corporation of India) domestic division in 1997, with a view to recapturing piecemeal, high rated general cargo.

ii) Providing incentives like volume discount scheme.

iii) Offering the leasing route to Freight Forwarders in the Luggage Vans (SLRs) on popular mail and express trains.

iv) Devising the Millenium Parcel Express option where high capacity parcel vans are run on time-tabled path.

v) Facilitating warehousing at existing railway terminals as a marketing tool to attract traffic.

vi) Introducing the concept of private terminals engaged in logistic service provision where the terminal service providers aggregate loads and use Railways for the long haul.

vii) Extending the new concept of Roll-On-Roll-Off (RO-RO) in freight movement. Trucks rolled on to flat wagons will be transported by Rail and unloaded from wagons at destinations to provide door to door collection and delivery. This has been successfully launched on the Konkan Railways.

viii) Running of fixed schedule freight trains and terminal operations.

ix) Launching the `Freight Operations Information System` (FOIS) to provide real-time information to customers in regard to booking,

movement and delivery of freight consignments through Customer Service Cells to be set up on all Zonal Railways.

x) Using the shadow-path created behind fast moving mail/express trains for speedy movement of freight traffic. High speed goods trains are slated to follow superfast express trains with adequate safety precautions to ensure expeditious transit of select high value and perishable goods.