

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:2746

ANSWERED ON:25.11.2010

PASSENGER AND FREIGHT TARIFF

Bajwa Shri Partap Singh; Ramasubbu Shri S.; Thakur Shri Anurag Singh

Will the Minister of RAILWAYS be pleased to state:

(a) whether the freight rates of Indian Railways is higher in comparison to those prevalent in major developing/developed countries abroad;

(b) if so, the details thereof alongwith the reasons therefor and the revenue earned from both passenger and freight tariff during the last three years;

(c) whether the Railways propose to reduce the freight tariff and improve operational efficiency; and

(d) if so, the details thereof particularly with regard to the modernisation of the rolling stock, tracks and signalling system thereby ensuring faster movement of freight traffic?

Answer

MINISTER OF THE STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H.MUNIYAPPA)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 2746 BY SHRI ANURAG SINGH THAKUR, SHRI S.S.RAMASUBBU AND SHRI PARTAP SINGH BAJWA TO BE ANSWERED IN LOK SABHA ON 25.11.2010 REGARDING PASSENGER AND FREIGHT TARIFF.

(a) & (b) No data is maintained by Indian Railways for comparison of freight rates charged by Railways abroad as currencies are not comparable. Besides, the socio-economic conditions being different in different countries, Indian Railways are required to discharge a number of social service obligations.

Revenue earnings from passenger and freight services for the last three years are as under:-

(in Crores)

Year	2007-08	2008-08	2009-10 (Approximate)
------	---------	---------	-----------------------

Passenger	19844	21931	23751
-----------	-------	-------	-------

Freight	47435	53433	57595
---------	-------	-------	-------

(c) & (d) At present, there is no proposal to reduce the freight tariff in view of increasing input costs. Improvement of operational efficiency through technological innovations and better operating and maintenance practices is a continuous process.

Induction of high speed rolling stock with higher payload to tare ratio, up-gradation of track for higher axle load and speed, electronic interlocking and train protection systems are some of the measures to ensure faster movement of freight traffic.