

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:2676  
ANSWERED ON:29.03.2012  
FREIGHT/CARGO LOADING/TRANSPORTATION  
Das Shri Ram Sundar;Kumar Shri P.

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

- (a) the targets fixed for freight/cargo loading/transportation alongwith the achievement made in this regard during the last three years, year -wise;
- (b) whether demand for bulk cargo transportation of various commodities such as coal and iron - ore etc. has increased over the period;
- (c) if so, the further projection in terms of demand, capacity and viability; and
- (d) the steps being taken by the Railways to effectively meet the said projection?

**Answer**

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

(a): The details of the freight loading targets as per Revised Estimates and loading achieved by Indian Railways excluding Konkan Railway during the last three years are as follows:

Year	Freight loading target in million tonnes	Freight loading achieved in million tonnes
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2008-09	848.64	833.39
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2009-10	888.44	887.79
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2010-11	922.39	921.73
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(b): Demand for movement of coal has been consistently increasing in the above period. However, demand for Iron Ore fell sharply during the year 2010-11 due to continuing ban on export of iron ore in Kamataka and Bellary district for all ore and cumbersome process of obtaining clearance from State Government of Odisha.

(c)&(d): Projected freight loading of Indian Railways by the terminal year of 12th Plan i.e. 2016-17 is 1405 million tonnes, out of which coal loading is projected to be at a level of 686 million tonnes and Iron ore loading will be at a level of 178 million tonnes. Necessary throughput enhancement works in key growth areas have been sanctioned and are ongoing. The induction of Rolling stock including locomotives on Indian Railways is being progressively increased for higher levels. Alongwith this, operating innovations, like long haul running, have been introduced for mitigating capacity constraints.

Freight services would be transformed by segregation of freight and passengers' corridors, through construction of Dedicated Freight Corridors leading to improved speed of transit and cost efficiencies in bulk transport. The Dedicated Freight Corridors both on the Eastern and Western Sectors are expected to be commissioned by the terminal year of the 12th Plan.

The above measures will help the Railways to effectively meet the said projections.