

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:2724

ANSWERED ON:29.03.2012

PORT TRAFFIC/CONNECTIVITY

Adhalrao Patil Shri Shivaji; Adsul Shri Anandrao Vithoba

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

- (a) the details of targets set and achieved for port traffic/ container transportation to and fro all the ports in the country;
- (b) whether the Railways are lagging far behind in meeting this target;
- (c) if so, the reasons therefor; and
- (d) the steps taken by the Railways in this regard and also to increase/improve connectivity to all the ports in the country?

**Answer**

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

(a): Separate target is not set by Railways for transportation of different commodities to and from port. Movement of different commodities from port is included in commodity-wise target fixed by Railways. For Container traffic, target for Export-Import containers for the period April 2011 to February 2012 was 29.05 Million Tonnes against which 26.55 Million tonnes (Provisional) of Export-Import container traffic was transported on Indian Railways registering a growth of 8.7% over previous year.

(b) & (c): Container trains are operated by Private Container train Operators on Indian Railways who market and arrange cargo, containers and also train for transportation on Indian Railways. Main reasons for shortfall in meeting the target of Export-Import Container traffic are given as under:

(i) Preference of shipping lines in use of port side Container Freight Stations over Inland Container Depots situated in hinterland due to logistics / economic consideration.

(ii) Significant increase in share of Forty feet containers carrying light weight cargo which predominantly moves by road.

(iii) Port-wise imbalance between Import and Export due to proliferation of ports.

(d): Following steps are taken to improve container traffic:

(i) Identification of congested route connecting ports and undertaking capacity augmentation works which is a continuous process.

(ii) Extension of Double stack container train Operation upto Gurgaon which will help in reducing cost of operation to container train operators.

(iii) To meet the immediate challenge of capacity constraints on certain section, Longhaul train carrying a combination of two trains as one train has been introduced on trial basis.

Railways are maintaining continuous liaison with Ministry of Shipping and State Maritime Boards to assess the demand and examine the feasibility of various Port Connectivity projects and following Port connectivity projects have been taken up by Railways:

1. Haridaspur – Paradip new line.
2. Dedicated Freight line between Wadala and Kurla.
3. Puttur – Attipattu Chord line.
4. Doubling of Panskura – Haldia section, Rajgoda – Tamluk section and Tamluk Junction Cabin – Basulya Sutahata.
5. Obulavarpalle–Venkatachalam new line.
6. Gudur–Durgarajpattnam line.
7. Magrahat – Diamond Harbour line.

8. Doubling of Viramgram – Samakhiali section.

Apart from above connectivity to Private ports of Dighi Port, Hazira Port and Dhamra Port has been permitted.