

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:1137

ANSWERED ON:29.11.2012

AVAILABILITY OF GOODS TRAINS/WAGONS

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Will the Minister of RAILWAYS be pleased to state:

- (a) whether the availability of goods wagons is far shorter than the demands/requirement, resulting in losing Railways' freight traffic to road traffic;
- (b) if so, the details of supply and demand thereof during the last three years and the current year upto September, year-wise;
- (c) whether nearly 300 goods trains remained idle at various yards in the country due to lack of demands/orders during July to September 2012;
- (d) if so, the details thereof along with the details of loss incurred by the Railways as a result thereof; and
- (e) The other steps taken/being taken to ensure availability of wagons as per demands?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI ADHIR RANJAN CHOWDHURY)

(a): No, Madam.

(b): Does not arise.

(c) & (d): The demand for freight loading on Indian Railways is a derived demand and is dependent on the growth in the economy, especially in the core sector since Railways is primarily a bulk carrier of freight.

There has been a relative slow down in the growth of the core sector industries to which the Railway freight primarily caters to. The Index of Industrial Production (IIP) indices for April-September 2012 show a growth of 3.2% as compare to 5.0% growth in April-September 2011. During this period the growth in freight loading has been higher at 4.84%.

As a result of less demand for freight during July-September 2012, rakes idled on the Indian Railway System. The figures are tabulated below:

Month	Idled rakes/day	Estimated loss in Million Tonnes (MT)
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July	43.9	0.9
August	144	2.9
September	208.3	4.0
Total		7.8

It is estimated that approx. 7.8 MT of loading freight traffic on Indian Railway was lost due to idling of capacity.

(e): The Railways have a system of having daily conferences at Railway Board level, Zonal Headquarter level and Division level wherein monitoring of demand and supply of rakes is done. Railways have also implemented a Freight Operation Information System (FOIS) to improve utilization of its assets. In these conferences, rakes and locomotives are positioned in various Zones/Divisions to meet demand. On a long term basis the Railways continuously upgrade their infrastructure, both fixed and rolling, to meet the demands adequately. Upgradation of track, bridges, signalling systems, construction of new line, Gauge conversion, doubling, etc. help to generate additional line capacity while increased procurement of better designed wagons and higher capacity locomotives help in increase the rolling stock infrastructure. These measures help the Railway to meet the demands adequately.