

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:2915  
ANSWERED ON:14.03.2013  
FREIGHT SERVICES  
Sahu Shri Chandulal Chandu Bhaiya

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

- (a) whether freight rate of the Railways is comparatively higher in the country;
- (b) if so, the details thereof and the reasons therefor;
- (c) the total revenues earned from fare and freight during the last three years, separately, year-wise;
- (d) whether the Railways propose to rationalise freight rate and bring reforms in operational efficiency to make it more attractive vis-à-vis road transportation in the country;and
- (e) if so, the details thereof and if not, the reasons therefor?

**Answer**

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

(a) to (e) A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 2915 BY SHRI CHANDU LAL SAHU TO BE ANSWERED IN LOK SABHA ON 14.03.2013 REGARDING FREIGHT SERVICES.

(a) and (b) Indian Railways' freight tariffs are explicitly notified in the form of a firm structure, based on the classification of commodity transported and its lead. Since the tariff structure prevalent on other modes of transport, such as roadways, are generally not so, their comparison with the railway freight tariff structure is considered neither accurate nor meaningful.

(c) The total revenue earned from passenger fare and Freight rates during the last three years are as under:-

(in Crores)

	2009-10	2010-11	2011-12
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Passenger	23488	25793	28246
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Freight	58502	62845	69548
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(d) & (e) Evaluation of various alternatives relating to rationalization of the freight tariff structure is an on-going process. Steps taken to improve operational efficiency and attractiveness of the rail mode include progressive increase in axle load for carrying more tonnage per freight car and in the carrying capacity of wagons for optimizing throughput. A slew of freight incentives schemes are also in place for attracting traffic, particularly in traditional empty flow direction and during lean season.