

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:2963

ANSWERED ON:14.03.2013

RAILWAY NETWORK

Rai Shri Prem Das;Sainuji Shri Kowase Marotrao;Singh Kunwar Rewati Raman

Will the Minister of RAILWAYS be pleased to state:

- (a) the total length of railway lines in the country at present vis-À-vis at the time of independence;
- (b) the names of States in the country which have still not been connected with railway network;
- (c) the reasons therefor and the details of steps being taken by the Railways to connect these States with railway network;
- (d) whether there has been a decline in freight transportation by the Railways in the country due to competition from road transportation, if so, the details thereof and the reasons therefor;and
- (e) the steps taken/proposed to be taken by the Railways to make their freight transportation more attractive than road transportation and earn more revenues?

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.2963 BY SHRI KUNWAR REWATI RAMAN SINGH, SHRI PREM DAS RAI AND SHRI MAROTRAO SAINUJI KOWASE TO BE ANSWERED IN LOK SABHA ON 14.03.2013 REGARDING RAILWAY NETWORK.

(a) The data on route kilometres is maintained as on 31st March of each year. The total length of railway lines in terms of route kilometres as on 31st March, 2012 is 64,600 as against 54,693 kilometres as on 31st March, 1948. The route kilometres as on 31st March 1947 was 65,217 kilometres (which included lines of Pakistan and Bangladesh, erstwhile East Pakistan).

(b) The States and Union Territories which do not have any railway lines are Meghalaya, Sikkim, Andaman and Nicobar Islands, Dadra and Nagar Haveli, Daman and Diu and Lakshadweep.

(c) Connecting rail lines to remote areas is a continuous process but due to fund constraints all sanctioned works and new works cannot be implemented in a time bound manner.

(d) During April 2012 – January 2013, Indian Railways carried 827.90 million tonnes of freight as against 791.89 million tonnes carried during the corresponding period of last year, registering an increase of 4.55 per cent. The incremental loading upto February 2013 has been 36.01 MT. Freight loading on Indian Railways which is a derived demand, is primarily dependent on the growth of the economy, especially in the core sectors. During April 2012 to January 2013, eight core industries have registered a growth of 3.2% as against 5.0% during the corresponding period of the previous year 2011-12 (as per IIP figures).

(e) In order to attract incremental freight traffic as also to improve the efficiency of freight traffic, the axle load and carrying capacity of wagons have progressively been increased and a number of policy initiatives and freight incentive schemes put in place. Apart from initiation of policy on participative models for garnering private investment, which will interalia facilitate last/first mile rail connectivity projects for provision of rail infrastructure thereby enabling incremental freight traffic, the following schemes have also been introduced by Indian Railways for procurement of wagons/rakes through Public Private Partnership (PPP) mode:

- (1) Liberalized Wagon Investment Scheme
- (2) Wagon Leasing Scheme
- (3) Special Freight Train Operators Scheme
- (4) Automobile Freight Train Operators Scheme