

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

STARRED QUESTION NO:430  
ANSWERED ON:25.04.2013  
IRON ORE TRANSPORTATION  
Kashyap Shri Dinesh

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

- (a) the quantum of iron ore transported by the Railways in the country particularly from Bailadila iron ore mines operated by the National Mineral Development Corporation Limited in Dantewada District in Chhattisgarh during the 11th Five Year Plan period, year-wise;
- (b) the amount of freight earned by the Railways as a result thereof, year-wise and;
- (c) the steps taken/being taken by the Railways to improve the iron ore transportation system in the country?

**Answer**

MINISTER OF RAILWAYS (SHRI PAWAN KUMAR BANSAL)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF STARRED QUESTION NO. 430 BY SHRI DINESH KASHYAP TO BE ANSWERED IN LOK SABHA ON 25.04.2013 REGARDING IRON ORE TRANSPORTATION.

(a) & (b) Year wise iron ore transported and the amount of freight earned by the railways from Bailadila mines operated by the National Mineral Development Corporation Limited in Dantewada district in Chhatisgarh for the 11th Five Year Plan (2007-08 to 2011-12) is as under:-

YEAR	Loading (in Million Tonnes)	Earning (in Crores of Rupees)
2007-08	15.43	1050.33
2008-09	14.92	1261.53
2009-10	16.51	1221.85
2010-11	18.50	1676.28
2011-12	17.56	1521.18

(c) Steps that have been taken/being taken by the railways to improve the iron ore transportation are as follows:

1. Rail connectivity to Iron Ore mines is an ongoing activity on Indian Railways. Railways have formulated a new policy called "Policy for participative Models in Rail Connectivity and Capacity Augmentation Projects" which came into effect from 10.12.2012.

2. Following works have been undertaken in South-Eastern Railway and East Coast Railway, which are two of the major Iron Ore loading zones.

(i) To facilitate growth in handling of Iron-ore in connection with expansion of Tata Steel for production of 10 Million Tonnes of finished Steel, works for expansion of Adityapur yard has been completed.

(ii) Regrading of Tata Goods Yard has been completed.

(iii) Capacity of 8 lines to full length capacity in the classification yard of Tata is in progress.

(iv) Push pull system in Tata Steel – Joda circuit has been introduced to reduce the turn- round time of rakes to improve iron ore loading of Tata Steel.

(v) Doubling work of Padaphar – Banspani Section, Barbil - Barajamda Section, Banspani – Jaruli Section and Dumetra – Champajharan Section has been completed.

(vi) Development of hot axle siding into full length loading line at Rangra in Chakradharpur Division of South Eastern Railway has been completed on 1.2.2013.

(vii) An MOU was signed on 21.12.12 between Ministry of Railways and National Mineral Development Corporation (NMDC) for 150 km long Kirandul-Jagdalpur Doubling Project in East Coast Railway for carrying the mineral ore from the mines of NMDC in Kirandul and Bachel area.

(viii) In East Coast Railway, 11 works of longer loops have been sanctioned in 2013-14 in order to augment capacity, debottleneck congested sections, and facilitate long haul freight trains. These will facilitate evacuation and transportation of coal and iron ore.

(ix) Long haul operation in empty direction and also partial heavy haul operation in KK line has been introduced to improve capacity utilization.

(x) Commissioning of in-motion weigh bridge in sidings of National Mineral Development Corporation to avoid enroute detention for the purpose of weighment at Bhansi and over loading and commissioning of route relay interlocking (RRI) at Bachel.

(xi) Augmentation of Rolling Stock for loading of iron ore and introduction of special type wagons BOBSN, BOBSNM1 (25 tonne axle load) and BOY exclusively for transportation of Iron Ore in close circuit operation between mines and steel plants.

(xii) Implementation of Rake Allotment System (RAS) in South Eastern and East Coast Railway for transparent allotment of rakes against demand and for the optimum utilization of rolling stock leading to maximization of iron ore loading.

3. Following important Iron Ore/Steel Connectivity Projects have been sanctioned and are ongoing :

S. N. Name of Iron Ore/ Steel Connectivity Sanctioned Projects

- 1 Rajkharswan-Sini-3rd line
- 2 Bimlagarh - Dumitra Doubling
- 3 Sini - Adityapur (22.5Km) 3rd line
- 4 Toranagallu- Rajithpura (22.9 Km) Doubling
- 5 Kirandul- Jagdalpur (150 Km) Doubling
- 6 Goelkera- Manoharpur 3rd line (40 Km)
- 7 Kankanadi- Panambur Patch Doubling (19 Km)
- 8 Banspani- Daitari- Tomka- Jakhapura (180 Km) Doubling
- 9 Dangoaposi- Rajkharswan 3rd line
- 10 Champajharan- Bimlagarh (21 Km) Doubling
- 11 Omalur- Metturdam Patch Doubling with electrification
- 12 Rajkharswan- Chakradharpur 3rd line (20 Km)
- 13 Manoharpur- Bondamanda 3rd line (30 Km)
- 14 Angul- Sukinda Road (98.7 Km) New Line
- 15 Daitari- Banspani (155 Km) Doubling
- 16 Dallirajahara- Jagdalpur (235 Km) New Line
- 17 Talcher- Bimlagarh (154 Km) New Line
- 18 Hospet-Hubli-Londa-Tinaighat-Vosco-de-Gama (352.28 km) Doubling