

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:4442
ANSWERED ON:20.02.2014
FREIGHT LOADING IN RAILWAYS
Punia Shri P.L.

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of targets set and achieved for freight loading in the country during the last three years, year-wise;
- (b) the details of profit earned by the Railways therefrom during the said period, year-wise;and
- (c) the steps taken/ being taken by the Railways to improve their freight loading targets and profit therefrom?

Answer

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

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO. 4442 BY SHRI P.L.PUNIA TO BE ANSWERED IN LOK SABHA ON 20.02.2014 REGARDING FREIGHT LOADING IN RAILWAYS

(a) The details of targets set and achieved for freight loading in Indian Railways excluding Konkan Railways during the last three years are as follows:

Year Target (Revised Estimate) Loading achieved in million tonnes
in million tonnes

2010-11 922.39 921.73

2011-12 967.75 969.05

2012-13 1007 1006.55 (Prov)

(b) Indian Railways does not ascertain direct profit from freight services. However, the excess of freight earning over apportioned freight expenditure for the last three years is as follows:

Years Excess of freight earnings over apportioned
freight expenditure (Rs. In crore)

2010-11 17369

2011-12 18371

(c) The following steps have been taken by the Indian Railways to improve freight performance:-

1. Enhanced axle load operations and introduction of longer trains have been progressively extended across Indian Railways from 2007-08, thereby providing higher throughput per train.
2. Intensive monitoring of freight operations through Freight Operation Information System (FOIS) for enhanced asset utilization.
3. The new rolling stock being inducted is being cleared for higher speeds and higher pay load.
4. Concept of Distributed Power System & Long haul on trial basis to overcome capacity constraints over congested/saturated sections has been introduced.
5. The rolling stock induction is being substantially increased over the years to cater to higher volumes of freight traffic.
6. Freight incentive schemes have been introduced with the objective of generating additional traffic volume and additional revenue for the Railways.