

Reduction of share of rail transport

2441. SHRI PARIMAL NATHWANI: Will the Minister of RAILWAYS be pleased to state:

- (a) whether market share of rail transport has reduced drastically from 89 percent in 1950-51 to 30 percent in 2007-08;
- (b) if so, the reasons for this reduction;
- (c) whether there is a good potential to increase the share and thereby the volume of non-bulk traffic by the railways; and
- (d) if so, the strategy chalked out in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) and (b) Sir, authentic data of traffic from other modes of transport mainly road is not complete and hence not strictly comparable with the rail traffic. For door to door service as well as short lead traffic, road transport is preferred. Whereas, for long distances and bulk traffic rail mode is preferred. Therefore, the market share of traffic transported by rail is difficult to assess accurately.

However, over the years rail traffic has registered a significant growth in absolute terms. The traffic handled by Indian Railways has increased more than 10 fold from 73.2 Million Tonnes in 1950-51 to 793.89 Million Tonnes in 2007-08.

(c) and (d) To increase rail traffic, Indian Railways have introduced various schemes like Dynamic pricing policy, Freight Incentive Scheme, Wagon Investment Scheme, Liberalized Wagon Investment Scheme, Rail-side Warehousing Complexes, automobile and ancillary hubs etc. Container Corporation of India (CONCOR) and 15 other private Container Train Operators have been allowed to operate container trains to capture non-bulk traffic. Besides, Parcel Leasing Policy has been implemented to capture small volumes of non-bulk traffic.

Steel production in the country

2442. SHRI MANOHAR JOSHI: will the Minister of STEEL be pleased to state:

- (a) whether it is a fact that crude steel production in China has increased to 400 million tonnes last year from 15 million tonnes in 1985 whereas in India it has increased to 40 million tonnes only last year from 10 million tonnes in 1985;
- (b) if so, the reasons for this slow progress in the last 25 years; and
- (c) the steps being taken by Government to improve the production of crude steel and to fully utilize expanding manufacturing capabilities?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) Crude steel production in China has increased from 46.7 million tonnes in 1985 to 567.8 million tonnes in 2009 at a compounded annual growth rate (CAGR) of 10.96% whereas in India it has increased from 11.9 million tonnes in 1985 to 60.2 million tonnes in 2009 at a CAGR of 6.71%. (Source: World Steel Association and Joint Plant Committee; Figures for 2009 are provisions).

(b) The growth of steel sector in India and China have different yardsticks, as the growth of any sector of an economy depends upon the prevailing economic fiscal and market demand conditions. The compounded rate of steel sector growth in India at 6.71% over the past 25 years is closely related to the GDP growth in the country and is substantial by world standards.

(c) In a deregulated sector, the Government acts as a facilitator and continuously monitors the developments and prescribes policy measures depending on the outcome of its assessment of market trends—be it home market or export market.

The Government has constituted an Inter-Ministerial Group (IMG) under the chairmanship of Secretary (Steel) to monitor and coordinate implementation issues concerning major steel investments in the country. The IMG will review and co-ordinate measures for early completion of the major steel projects and address various problems concerning:

- Infrastructure constraints related to ports, rail, road network.
- Availability of iron ore and coal
- Speedy environmental clearance for project sites as well as for iron ore and coal mining activities
- Availability of land, water resources and issues concerning rehabilitation.

For the Small and Medium Enterprises (SME) units, the Government has reduced import duty on scrap and other raw materials to zero in order to make available quality inputs at competitive prices through the import route. It is also in dialogue with different States regarding quality and tariff of electrical energy to these secondary units.

Periphery development scheme

2443. SHRI MANGALA KISAN: Will the Minister of STEEL be pleased to state:

(a) the number of projects taken up through periphery development schemes by Rourkela Steel Plant of SAIL during the years 2004 to 2009;

(b) the number of projects taken up through periphery development schemes within the 50 km. radius of the plant area and how much amount have been spent thereon during last five years; and

(c) the amount spent through periphery development schemes within the Sundargarh District and outside of the Sundergarh District of the State, project-wise?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI A. SAI PRATHAP): (a) During the years 2004-2009, 174 projects have been taken up under Peripheral Development Schemes/Corporate Social Responsibility at Rourkela Steel Plant (RSP).

(b) Under Peripheral Development Schemes/Corporate Social Responsibility within the 50 km. radius of the plant area, 152 projects have been taken up by RSP, SAIL with an expenditure of Rs. 1980.35 lakhs during the last 5 years.