

RAJYA SABHA

*Monday, the 6th May, 1968/the 18th
Vaisakha, 1890 (Saka)*

The House met at eleven of the clock, MR.
CHAIRMAN in the Chair.

MEMBER' SWORN

Shri Narayan Rao Krishnarao (Madhya
Pradesh).

ORAL ANSWERS TO QUESTIONS**COMMITTEE TO STUDY FREIGHT STRUCTURE
OF RAILWAYS**

*151. SHRI M. P. BHARGAVA: SHRI
KRISHAN KANT:

Will the Minister of RAILWAYS be
pleased to state:

(a) whether it is proposed to appoint a
committee to study the freight structure of
Railways and to suggest ways to attract more
goods traffic so as to increase utilisation of
capacity and reduce cost; and

(b) if the reply to part (a) above be in the
affirmative what would be the nature of the
study and composition of the committee?

THE MINISTER OF STATE IN THE
MINISTRY OF RAILWAYS (SHRI
PARIMAL GHOSH): (a) and (b) No
committee as such has been appointed.
However, this subject is being examined by a
Senior Railway Officer.

SHRI M. P. BHARGAVA: May I know
from the hon. Minister whether he is aware
that the Estimates Committee in one of their
Reports have recommended the appointment
of such a Committee and if that is so, What
steps are being taken to implement the
recommendation of the Estimates
Committee?

SHRI PARIMAL GHOSH: We have
received the Report of the Estimates
Committee about this matter.

The question was actually asked on the
floor of the House by Shri M. P. Bhargava.
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This relates to the various aspects of the
Railway Administration; as such the matter is
under consideration. After we go through all
those details we will consider whether there is
any necessity for appointing such a Com-
mittee.

SHRI M. P. BHARGAVA: May I know
from the hon. Minister whether, in view of
the fact that the goods traffic is being diverted
to the road, it is not considered necessary that
such a Committee should be appointed which
would go into the question and suggest ways
which may bring back the goods traffic from
the road to the railways?

SHRI PARIMAL GHOSH: Sir, we have
already taken some steps in this matter. A post
of an Officer on Special Duty has already
been created in the Railway Board and his
purpose is to examine and review the rates
structure and to suggest if any changes are
necessary. He is now going into the details
particularly in the matter of relating the rates
to the goods transported and also into the
details of competition from other modes of
transport. We have taken up several other
steps also. For example we have created a
Marketing and Sales Organisation in each of
the zonal Railways. This organisation is
meeting the trade people and finding out from
them their difficulties. To an extent we have
succeeded in our efforts and we are getting
back some of the traffic which had gone to the
road particularly in respect of vegetable shes.
motor cars, cotton and other things. We have
also introduced passenger express services some
of which are being hauled by diesel engines. It
has resulted in a substantial reduction of the
running time. It is now becoming very popular
with the trade and the industry. We have in-
troduced a special service for transportation of
motor cars which was not there before and we
are now getting about four to six motor
specials every month on the South Eastern
Railway.

Because of all these measures the goods traffic which had gone over to the road is slowly being got back.

SHRI BIRA KESARI DEO: May I know if the Railway Ministry is thinking to make the goods train faster by making the formation of the goods train as per railway stations?

SHRI PARIMAL GHOSH: I could not follow the question, Sir.

SHRI BIRA KESARI DEO: In order to make the goods traffic faster is the Ministry considering to make the formation of goods train as per railway stations on the route and not one after the other, before and after like that?

SHRI PARIMAL GHOSH: It is a suggestion, Sir. We will definitely look into all these matters.

SHRI S. K. VAISHAMPAYEN: Apart from the appointment of officers for marketing and sales, may I know if other steps have been taken to receive the traffic from the road to the railways, like Home delivery or street collection, etc.? If such steps have been taken to what extent has the goods traffic been recovered? Is the hon. Minister in a position to give figures in respect of this matter?

SHRI PARIMAL GHOSH: We have introduced a road-rail service by which we are now taking the goods directly from the consigners' place for delivery at the consignee's place. These things are now being taken up by the marketing and sales organisation. Wherever it is possible, we are doing this.

SHRI S. K. VAISHAMPAYEN: To what extent the railways were able to get back the traffic that had gone out from them, that is what

I want to know. Has the hon. Minister got some figures?

SHRI PARIMAL GHOSH: There is no exact assessment of the traffic that has been recovered but we are getting back the traffic from the road transport.

SHRI R. T. PARTHASARATHY: It is well known that when this matter of rail-cum-road coordination was referred to the Planning Commission some years back the Planning Commission suggested the appointment of a Transport Co-ordination Committee. This Committee advised the Railways on how best they could carry freight on the Railways in a competitive way with the road transport. May I know how far the recommendations of the Transport Co-ordination Committee have been implemented by the Railways in practice and if not, why not?

SHRI C. M. POONACHA: The expert Committee submitted its findings some time in 1966 and the concerned Ministries have examined the various recommendations. So far as the Railways are concerned, the chapter regarding rail-road co-ordination is being examined. One of the suggestions made by that Committee was that the over-lapping of transport facilities in the various sectors should be closely examined and without causing any disadvantage to the rail users or road users the unremunerative lines should be closed. In pursuance of that we have taken up the cases of various un-economic branch lines with the concerned State Governments and the matter is at that stage now. To win back the traffic lost by the Railways, as my colleague has already explained, we are making all efforts. This Report refers to coordination and one of their suggestions is to see that there is no overlapping of road and rail transport and wherever such overlapping is there one or other may be given up without hurting the overall economy and interest of the road or the rail transport.