

RAJYA SABHA

Monday, the 6th May, 1968/the 16th
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 Committee.

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 ghee, motor cars,
cotton and other things. We have also
introduced super 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
introduced 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-cum 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 co-ordination and one of their suggestions is to see that there is no over-lapping 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.