

Sl. No.	State(s)	Name of Project	Route kilometre (RKM)
E Ongoing Railway Electrification Works in Bihar and Jharkhand			
1.	Jharkhand, Odisha and West Bengal	Bokaro Steel City - Muri - Hatia - Bondamunda - Bimlagarh - Kiriburu / Barsuan incl. Purulia-Kotshila	434
2.	Uttar Pradesh and Bihar	Barabanki-Gorakhpur-Barauni; incl. Siwan-Thawe	757
3.	Assam, Bihar and West Bengal	Barauni-Katihar-Guwahati incl. Katihar-Barsoi	836
4.	Jharkhand and West Bengal	Kumedpur - Malda - Singhabad & Pakur - Malda	153
5.	Jharkhand, Madhya Pradesh and Uttar Pradesh	Garwa Road - Chopan - Singrauli	257
6.	Bihar	Manpur-Tilaiya-Bakhtiarpur	132
7.	Bihar and Uttar Pradesh	Chhapra-Ballia-Ghazipur-Varanasi-Allahabad	330
8.	Jharkhand	Koderma - Hazaribagh - Barkakana - Ranchi	203
9.	Bihar	Kiul - Tilaya	87
10.	Bihar and Jharkhand	Bonidanga Link Cabin / Bonidanga - Barharwa - Sahibganj -Kiul incl. Tinpahar - Rajmahal	247
11.	Bihar	Valmiki Nagar - Narkatiaganj - Sugauli - Muzaffarpur incl. Sugauli -Raxaul	240
12.	Jharkhand	Ranchi- Lohardaga-Tori	116
13.	Uttar Pradesh	Chunar-Chopan	100
14.	Bihar	Mansi-Saharsa-Dauram Madhepura -Purnea-Katihar	172

Decline in freight earnings of Railways

3495. SHRI DEREK O' BRIEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Ministry is aware that the Comptroller and Auditor General of India (CAG) report points out that the annual growth rate of freight earnings has declined from 12.66 per cent to 3.23 percent for the year ended March, 2016; and

(b) whether the Ministry is taking steps to increase the annual growth of freight earnings, if so, the details thereof, if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Yes, Sir.

(b) In order to increase the earnings of Railways in freight transportation and to improve the efficiency of Freight Traffic specially for non-conventional traffic in high capacity and special purpose wagons, the following schemes have been introduced by Indian Railways for procurement of rakes for transportation of freight traffic by inviting private investment through Private Partnership (PPP):

(i) Liberalized Wagon Investment Scheme:

So far, approval for procurement of 68 rakes has been accorded to various customers by Ministry of Railways. Out of these, 32 rakes have been procured/inducted and are running on the system.

(ii) Wagon Leasing Scheme:

Two Companies have been registered as Wagon Leasing Companies under the policy. They have procured 12 rakes of BLC wagons and 1 BTAP rake and approval for 4 new BLC, 1 BTAP and 6 BFNS(22.9t axle load) rakes has been accorded:

(iii) Special Freight Train Operators Scheme:

So far, 3 rakes of BRNA wagons have been inducted and approval for procurement of 3 rakes of BFNS (22.9t axle load) has been given.

(iv) Automobile Freight Train Operators Scheme:

Under this scheme, License has been given to two companies to work as AFTO and they have procured 9 rakes till date.

Further, to facilitate rapid development of network of freight terminals with private investment to provide efficient and cost effective logistics services with warehousing solution to end users, a scheme namely Private Freight Terminal (PFT) has been introduced.

Apart from the above, the Railway has initiated various freight rationalization measures to increase growth rates in freight earnings. Some of these steps are as under:

1. Withdrawal of Port Congestion Charge from 13.04.2016.
2. Extension of Automatic Freight Rebate scheme for traffic loaded in empty flow direction upto 31.03.2017.
3. Withdrawal of Busy Season Charge for traffic loaded in BCN group and BCNHL wagons w.e.f. 01.05.2016 till 30.06.2016.
4. Withdrawal of dual freight policy for iron ore w.e.f. 10.05.2016.
5. Re-introduction of short lead concession and reduction of minimum distance for charge from 125km. to 100 km. w.e.f. 15.07.2016.
6. Rationalization of Coal Tariff has been done with reduction in freight for long lead power houses w.e.f. 22.08.2016.
7. BCN group permitted for two point booking and mini rake w.e.f. 15.03.2016.
8. Distance for mini rake increased from 400 km to 600 km. w.e.f. 15.03.2016.
9. A liberalized policy with delegation of power to Zonal Railways introduced for two point booking of covered wagons in which any two stations within a distance of 200 km. in busy season and 400 km. in lean season have been permitted for two point booking w.e.f. 22.07.2016.
10. Rationalization of Merry-Go-Round (MGR) system w.e.f. 01.04.2016, which has led to reduction in freight rate to the extent of 80%.
11. Proliferation of Roll-On Roll-Off (RORO) service launched on ECR from 25.05.2016 and subsequently on other Zonal Railways.
12. Permission to notify Group I and Group II station/goods sheds as CRTs for lift on-lift off operations w.e.f. 12.07.2016.
13. Charging of commodities for transportation by containers has been liberalized. 43 additional commodities de-notified for charging at FAK rates w.e.f. 02.09.2016.
14. Guidelines for Station to Station Rate policy issued on 29.09.2016.
15. Class of various commodities have been rationalized and new commodities have been added in Goods Tariff.
16. Instruction for movement of HSD Oil in BTPN rates from Numaligarh refinery siding (NRSR) to Parbatipur, Bangladesh has been issued w.e.f. 13.03.2016.

17. The system of transportation to Bangladesh through 'Dump' and 'load adjustment' has been discontinued.
18. Withdrawal of levy of congestion charge for stone traffic transported from Eastern Railway to Bangladesh *via* Darsana/Benapole.
19. Weighment of Standard Bagged consignment policy has been rationalized.
20. Discount on loading of bagged consignment in open and flat wagons w.e.f. 24.10.2016.
21. Policy on Long Term Contracts with key freight customers launched.
22. Proliferation of 25T axle load routes to increase throughput per train.
23. Encouraging longer lead traffic by pre-routing movement from Talcher to Southern Power Houses through all rail route.
24. Electronic Registration of Demands and Electronic Transmission of Railway Receipt.
25. Innovative policies to enhance the ease of doing business such as simplifying rules and procedures, efficient weighment system and shift to digital and e-based procedures including cashless payment system.
26. SAMVAD- A process of structured dialogue between customers and top Railway authority has been initiated at Railway Board as well as zonal level to take continuous feedback from customers. Ten key Customer Managers at Railway Board level have been nominated to liaise with major freight stakeholders.
27. Introduction of time-tabled freight trains to attract traffic to rail.
28. Besides, following measures are being planned for 2017-18:
 - (i) New delivery models like- Running of double stack dwarf container under-wire.
 - (ii) Expansion of freight basket.

Losses on passenger fares and addition of extra coaches

3496. SHRI DEREK O' BRIEN: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Ministry is aware that Railways incurred a loss of ₹33,821.70 crore on passenger fares and for addition of extra coaches during 2014-15;