

Railways

9.93 Railways are an extremely efficient form of transportation. The energy consumption for freight movement on railroads, which is 440 Joules/KgKm, is about one quarter of the consumption of 1,836 Joules/KgKm required for trucks. In addition, the railways generate less pollution, and involve fewer accidents.

9.94 At end 2004, the network of Indian Railways (IR) was spread over 63,221 route kilometers (RKM), comprising broad gauge (46,807 RKM), metre gauge (13,290 RKM) and narrow gauge (3,124 RKM). Around 28 per cent of this network is electrified.

9.95 There has been significant effort at 'tariff rebalancing' and rationalization of fare and freight structures in the Railway Budgets for 2002-03 and 2003-04. These include reducing the number of classes for freight tariff from 59 to 27, and reducing the ratio between the highest and the lowest freight rates from 8.0 to 2.8 and reduction in freight rates for certain high-rated commodities such as petroleum products, iron, and steel and cement. There has been no across-the-board increase in freight rates during the last three years. To provide vital logistics support, the Ministry of Railways have signed a MOU with the Central Warehousing Corporation to develop a network of 22 freight terminals to provide single window service, including loading/unloading, storage and road-bridging, at the originating and destination points.

9.96 Rail Vikas Nigam Limited (RVNL) was setup in January 2003, as an effort to create a new institutional mechanism for implementing important and long-pending railway projects through a blend of budgetary support and non-budgetary initiatives. The projects form a part of the National Rail Vikas Yojana. An outlay of Rs. 717 crore has been provided for RVNL during the year 2004-05, to execute 38 projects, which form part of the Golden Quadrilateral and port connectivity routes.

9.97 Indian Railways, in partnership with State Governments of Andhra Pradesh, Jharkhand, Karnataka, Maharashtra, Tamil Nadu and West Bengal, is executing various

projects in the respective States either through cost sharing or formation of joint ventures. A Special Purpose Vehicle (SPV) named Pipavav Railway Corporation Limited (PRCL) was formed with equal equity participation from the Ministry of Railways and Gujarat Pipavav Port Limited (GPPL) for construction, operation and maintenance of Surendranagar-Pipavav broad gauge line. The construction of this line has been completed and thrown open for goods traffic since March 2003.

9.98 Under public-private partnership scheme, an SPV named Hassan-Mangalore Rail Development Company (HMRDC) has been formed, with participation of Government of Karnataka K-RIDE (Karnataka Rail Infrastructure Development Company) and other strategic investors, for construction (gauge conversion), operation and maintenance of a broad gauge railway track, between Hassan and Mangalore connecting the New Mangalore Port. Similarly, an SPV named Kutch Railway Company Limited (KRCL) with participation of Government of Gujarat, Kandla and Mundra Ports, has taken over the gauge conversion work between Palanpur and Gandhidham providing a short route to Mundra and Kandla ports from the northern hinterland.

9.99 The main index of rail safety, namely train accidents per million train Km, came down from 0.55 in 2001-02 to 0.44 in 2002-03, and further to 0.39 in 2003-04 (Provisional). The Corporate Safety Plan of Indian Railways (2003-2013) was formulated and presented in both the Houses of Parliament in August, 2003. It lists out the various works and programmes to be undertaken to achieve its various goals, involving an investment of Rs.31,385 crore over 10 years. A non-lapsable Special Railway Safety Fund (SRSF) of Rs. 17,000 crore was set up in 2001-02 to wipe out the arrears in renewal/replacement of over-aged assets within a time frame of six years. The expenditure under SRSF in the first three years was Rs.6,504 crore. For the year 2004-05, the total allocation for the SRSF is Rs.2,933 crore.

Table 9.22 : Performance of the Railways

	2002-03	2003-04*	April-December		Change over previous year	
			2003-04	2004-05	2003-04	2004-05@
					(per cent)	
1 Total revenue earning freight traffic (million tonnes)	518.7	557.4	407.2	438.4	7.5	7.7
(i) Coal	235.9	251.7	183.6	198.0	6.7	7.9
(ii) Raw Materials for steel plants (excl.coal)	41.0	44	32.4	31.8	7.3	-1.6
(iii) Pig iron & finished steel from steel plants	13.6	14.3	10.3	10.7	5.1	3.4
(iv) Iron ore for export	16.7	26.7	18.9	26.7	59.9	41.7
(v) Cement	46.20	49.50	35.6	39.5	7.1	10.8
(vi) Foodgrains	45.6	45.4	33.9	34.4	-0.4	1.5
(vii) Fertilizers	26.5	25.8	19.9	21.5	-2.6	8.2
(viii) POL	34.0	32	23.7	23.4	-5.9	-1.3
(ix) Balance (other goods)	59.2	68	48.9	52.3	14.9	7.0
2 Net tonne kilometers (billion)	353.2	381.2	278.5	301.2	7.9	8.2
3 Net tonne kilometers per wagon per day (broad gauge)	2,468	2,554	2,469	2,670	3.5	8.1
4 Passenger traffic originating (million)	4,971	5,112	3,896	4,125	2.8	5.9
5 Passenger kilometers (billion)	515	533	393	423	4.9	7.5
* Provisional.		@ April-December				
Source : Ministry of Railways.						