

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
STARRED QUESTION NO. 112  
TO BE ANSWERED ON 25.07.2018**

**PUNCTUALITY OF TRAINS**

**\*112. SHRI C. MAHENDRAN:  
SHRI HARISH MEENA:**

**Will the Minister of RAILWAYS be pleased to state:**

**(a) whether the Government has taken cognizance of passenger trains running very late in the country, if so, the details thereof along with the percentage of trains that were late during 2017-18 and the average delay noticed during the last six months, zone-wise;**

**(b) the reasons noticed for late running of the passenger trains;**

**(c) whether stopping of trains at outer signals due to non-availability of vacant platforms at railway stations is also a major reason for delay of passenger trains and if so, the details thereof;**

**(d) whether the Government proposes to monitor platforms properly for timely operations of passenger trains and if so, the details thereof; and**

**(e) whether the Railways have recently extended the arrival time of 185 trains to address the punctuality issue and if so, the details and the results achieved as a result thereof along with the other steps taken/proposed to be taken to ensure punctuality of all trains?**

**ANSWER**

**MINISTER OF RAILWAYS, COAL, FINANCE AND CORPORATE AFFAIRS  
(SHRI PIYUSH GOYAL)**

**(a) to (e) A Statement is laid on the Table of the House.**

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 112 BY SHRI C. MAHENDRAN AND SHRI HARISH MEENA TO BE ANSWERED IN LOK SABHA ON 25.07.2018 REGARDING PUNCTUALITY OF TRAINS**

**(a) Yes, Madam. The zone-wise percentage of trains which were delayed during 2017-18 and the average delay noticed during the last six months, zone-wise, is as under :-**

<b>Zone-wise percentage of trains delayed during the Financial Year 2017-18</b>		
<b>Zonal Railway</b>	<b>Mail/Express</b>	<b>Passenger</b>
<b>Central</b>	<b>10</b>	<b>26</b>
<b>East Coast</b>	<b>27</b>	<b>34</b>
<b>East Central</b>	<b>41</b>	<b>62</b>
<b>Eastern</b>	<b>18</b>	<b>17</b>
<b>Konkan</b>	<b>25</b>	<b>10</b>
<b>North Central</b>	<b>47</b>	<b>59</b>
<b>North Eastern</b>	<b>27</b>	<b>35</b>
<b>Northeast Frontier</b>	<b>19</b>	<b>09</b>
<b>Northern</b>	<b>35</b>	<b>46</b>
<b>North Western</b>	<b>12</b>	<b>08</b>
<b>South Central</b>	<b>09</b>	<b>15</b>
<b>South East Central</b>	<b>20</b>	<b>05</b>
<b>South Eastern</b>	<b>09</b>	<b>03</b>
<b>Southern</b>	<b>19</b>	<b>17</b>
<b>South Western</b>	<b>10</b>	<b>04</b>
<b>West Central</b>	<b>15</b>	<b>22</b>
<b>Western</b>	<b>09</b>	<b>09</b>

<b>Zone-wise details of average delay (in minutes) of all trains run during last 6 months (Jan. to June 2018)</b>		
<b>Zonal Railway</b>	<b>Mail/Express</b>	<b>Passenger</b>
<b>Central</b>	<b>32</b>	<b>29</b>
<b>East Coast</b>	<b>42</b>	<b>29</b>
<b>East Central</b>	<b>148</b>	<b>105</b>
<b>Eastern</b>	<b>113</b>	<b>22</b>
<b>Konkan</b>	<b>17</b>	<b>30</b>
<b>North Central</b>	<b>117</b>	<b>92</b>
<b>North Eastern</b>	<b>133</b>	<b>73</b>
<b>Northeast Frontier</b>	<b>95</b>	<b>22</b>

<b>Northern</b>	<b>118</b>	<b>50</b>
<b>North Western</b>	<b>58</b>	<b>13</b>
<b>South Central</b>	<b>20</b>	<b>23</b>
<b>South East Central</b>	<b>60</b>	<b>09</b>
<b>South Eastern</b>	<b>42</b>	<b>09</b>
<b>Southern</b>	<b>26</b>	<b>11</b>
<b>South Western</b>	<b>29</b>	<b>10</b>
<b>West Central</b>	<b>40</b>	<b>44</b>
<b>Western</b>	<b>31</b>	<b>09</b>

**(b) For maintenance of assets and infrastructure augmentation, 18,90,403 block hours have been given during the year 2017- 2018 as against 15,91,258 block hours during 2016- 2017, which is 2,99,145 (18.8%) more block hours as compared to the previous year which affected train running and caused loss of punctuality. Further, during the last several months, a large number of safety related track maintenance works have been undertaken for which a number of speed restrictions have been imposed which led to drop in punctuality of trains over Indian Railways.**

**Indian Railways carried out renewal of 4405 Kms old track in 2017-18 as against 2597 Kms in 2016-17 i.e about 70% more than previous year. Highest ever track renewal work of 642 Kms carried out in March 2018 as against earlier best of 576 Kms in January 2018.**

**Earlier, manual system of data entry in control office application was used for recording arrival and departure time of trains. Now Indian Railways have started capturing data from data loggers which are installed at 72 critical points in the network. This has reduced the possibility of inadvertent error in data entry to great extent.**

**Trains have also got delayed due to various reasons such as asset failures related to Locomotives, Over Head Electrical Equipment Failures, Track Failures, Signal Failures, Mechanical Failures etc., besides Law and Order problems– observance of Bandhs and security threats in sensitive areas requiring reduction of speeds for maintaining the safety of operations, adverse weather conditions (fog, rains, breaches), public**

**agitations, natural calamities such as floods, cyclones, heavy rains, electricity grid failures, miscreant activities such as theft of Railway assets, cattle run over, heavy road traffic at level crossing gates etc.**

**(c) and (d) The platforms for trains at major terminals are nominated as per platform berthing charts. Scheduled platform berthing of trains gets disturbed due to late running of certain trains on account of various reasons resulting in detention to other trains at signals for non availability of platforms.**

**(e) The arrival time of 185 trains has been altered at the destination stations as a temporary measure on Northern Railway and Southern Railway to cater to time for maintenance works on their Railway which has marginally improved punctuality.**

**Steps being taken to improve punctuality include:**

- (i) Rigorous monitoring at Divisional, Zonal and Railway Board levels.**
- (ii) Standardization of rakes and provision of spare rakes to improve punctuality.**
- (iii) Removal of infrastructure bottlenecks in a planned manner.**
- (iv) Integrated Mega Blocks are planned in such a way that all asset maintenance departments can do their work simultaneously.**
- (v) End to end running of some trains with diesel locomotives to avoid detention on account of loco changing from diesel to electric.**
- (vi) Replacement of conventional passenger trains with MEMU rakes gradually.**
- (vii) Conversion of conventional rakes of Mail/Express trains (Integral Coach Factory rakes) into LHB (Linke Hofmann Busch) rakes.**
- (viii) Rationalization of Time Table in order to make a group of similar speed trains.**
- (ix) Curtailment of stoppage time at major terminals.**
- (x) Fencing along the track in Allahabad division in the most cattle run over prone area.**

- (xi) Commissioning of 1<sup>st</sup> phase of Dedicated Freight Corridor.**
- (xii) Allahabad –Mughalsarai 3<sup>rd</sup> line work sanctioned (153 Kms.)**
- (xiii) High capacity water pumps at watering stations to minimize detention on this account.**
- (xiv) Provision of Bye-pass stations to avoid engine reversal etc.**

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