

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO.60
TO BE ANSWERED ON 06.02.2019**

DELAY OF TRAINS

**†*60. SHRI VINAYAK BHAURAO RAUT:
DR. SHRIKANT EKNATH SHINDE:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether despite claims made by the Government, the problem of delay in running of trains has not been solved and if so, the reaction of the Government thereto;**
- (b) the number of trains which ran late or reached their destinations late during the last three months along with the number of days on which they ran late or reached their destinations late and the reasons therefor;**
- (c) whether the Government has been unable to streamline the signalling system and make arrangements for smooth running of trains in foggy conditions;**
- (d) if so, the reasons therefor along with the views of the Government in this regard; and**
- (e) the steps being taken by the Railways for timely departure of trains from source station, their timely arrival at destinations and proper functioning of the signalling system in foggy conditions?**

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.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 60 BY SHRI VINAYAK BHAURAO RAUT AND DR. SHRIKANT EKNATH SHINDE TO BE ANSWERED IN LOK SABHA ON 06.02.2019 REGARDING DELAY OF TRAINS

(a) to (e) Punctuality of trains is accorded a priority by Indian Railways. However, few trains at times, get delayed not only due to the factors related to its internal working but also external factors which are beyond the control of Railways. In addition to asset failures, train running and punctuality is affected by factors such as line capacity and terminal capacity constraints on account of historical neglect in investing in Railway infrastructure, increasing passenger and freight traffic, adverse weather conditions (fog, rains, breaches), intermittent natural calamities such as floods, cyclones, heavy rains, heavy road traffic at level crossing gates across the Indian Railways network, law & order problems, miscreant activities such as theft of Railway assets, mid-section run over cases involving cattle and humans etc. The punctuality performance of Mail/Express trains which were late and reached right time, lost minutes for the last three months and comparison with corresponding period of last year is as under:-

Month	Trains run				Reached destination right time						Trains run late			
	2017-18		2018-19		2017-18			2018-19			2017-18		2018-19	
	Total	Avg per day	Total	Avg per day	Total	Avg per day	%	Total	Avg per day	%	Total	Avg per day	Total	Avg per day
November	47773	1592	50153	1672	30885	1030	64.6	35648	1188	71.08	16888	563	14505	484
December	47999	1548	50099	1616	30719	991	64	33968	1096	67.80	17280	557	16131	520
January	47462	1531	49451	1595	26769	864	56.4	35433	1143	71.65	20693	668	14018	452

Months	Total lost minutes		Avg per day	
	2017-18	2018-19	2017-18	2018-19
November	3552965	2106708	118432	70224
December	2977504	2219494	96049	71597
January	4975279	1573551	160493	50760

To avoid delay of trains in foggy weather and to enhance level of safety when running in automatic block signalling sections, a modified automatic signalling system has been introduced in Northern Railway and North Central Railway which restricts the number of trains to two between two stations during foggy season.

Further, Railways are implementing the provision of Automatic Train Protection (ATP) system in selected sections. These systems have the facility of displaying movement authority in front of the Loco Pilot in the cab. This helps Loco Pilot to run the train confidently even during impaired visibility. The types of ATP systems working /in-progress are:-

(I) Train Protection and Warning System: Train Protection and Warning System (TPWS) based on European Technology ETCS Level-1, a proven Automatic Train Protection (ATP) System to avoid train accident /collision on account of human error of Signal Passing at Danger (SPAD) or over speeding, has been provided on

- i) Noapara - Kavi Subhash section of Kolkata Metro (28 RKMs).**
- ii) Chennai - Gumidipundi suburban section of Southern Railway (50 RKMs), Basin Bridge – Arrakkonam section of Southern Railway (67 RKMs).**
- iii) Hazrat Nizamuddin – Agra section of Northern/North Central Railway (200 RKMs).**

(II) Auxiliary Warning System (AWS): An ATP called Auxiliary Warning System (AWS) is presently functional on 413 RKMs in the Mumbai suburban section of Central Railway (289 RKMs) and Western Railway (124 RKMs).

(III) Train Collision Avoidance System (TCAS): It is an Automatic Train Protection (ATP) System being developed in association with 3 Indian manufacturers. The system has been installed on Lingampalli – Vikarabad – Wadi, Vikarabad - Bidar section (250 RKMs) on SCR. Extensive field trials and safety validation of the system to Safety Integrity Level 4 (SIL-4) by Independent Safety Assessors (ISA) is in progress.

(IV) European Train Control System Level-2: After extensive deliberations, 4 works of modernization of signalling system on 640 RKMs on for extensive trials of systems like European Train Control System (ETCS L-2) has been sanctioned in the Supplementary Works Programme 2018-19 on Golden Quadrilateral/ Diagonal routes. To ensure right time start from the originating stations, Railways have been taking various measure including making available spare rakes and standardizing of rakes.

In order to address the issue of punctuality, Railways has taken numerous steps 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) Conversion of conventional rakes of Mail/Express trains (Integral Coach Factory rakes) into LHB (Linke Hofmann Busch) rakes.**
- (vii) Rationalization of Time Table in order to make a group of similar speed trains.**
- (viii) Curtailment of stoppage time at major terminals.**
- (ix) Fencing along the track in Allahabad division in the most cattle run over prone area.**

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