

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 1551
ANSWERED ON 01.08.2025

AVAILABILITY AND OCCUPANCY OF GENERAL (UNRESERVED) COACHES

1551 MS. SWATI MALIWAL:

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of new general (unreserved) coaches commissioned by Indian Railways, year-wise from last five years, disaggregated zone-wise;
- (b) the total number of general coaches currently operational, zone-wise;
- (c) the number of general coaches decommissioned, year-wise during the same period, zone-wise;
- (d) the allocation of these coaches to high-demand routes, listing the top ten routes and annual coach counts since 2021–22;
- (e) the average monthly occupancy rate of unreserved coaches on these routes during 2023–24; and
- (f) the targets and measures planned to expand unreserved coach capacity and enhance passenger amenities, details thereof along with proposed timelines?

ANSWER

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a) to (f) Improvement/up-gradation of Rolling Stock to enhance safety and comfort of passengers is a continuous and ongoing process on Indian Railways and replacement/repair of coaches is carried out based on condition/completion of codal life etc.

CONTD...2/-

Indian Railways has proliferated technologically superior LHB coaches with better riding, improved aesthetics and features like Lightweight design, Anti climbing arrangement, Air suspension (Secondary) with failure indication system, less corrosive shell etc.

Production of LHB coaches during 2014-25 vis-à-vis 2004-14 is as under:

Table 1: LHB Coach Production:

Period	LHB coaches manufactured
2004-14	2,337 nos.
2014-25	42,677 nos. (more than 18 times)

Indian Railways constantly endeavours to cater to the travelling needs of all section of society by providing various types of coaches, which includes both Non-AC and AC coaches.

Railways have significantly increased the facilities for passengers demanding general class travel. During the last financial year 2024-25 alone, 1250 general coaches have been utilised in various long-distance trains.

The percentage of non-AC coaches has significantly increased to about 70% as detailed below:

Table 2: Distribution of coaches:

Non-AC coaches (general and sleeper)	~57,200	~70%
AC coaches	~25,000	~30%
Total coaches	~82,200	100%

Due to higher availability of general coaches, the number of passengers traveling in general/ unreserved coaches has shown an increasing trend as shown below:

Table 3: Passengers in general/unreserved coaches:

Year	No. of Passengers
2020-21	99 Cr (Covid year)
2021-22	275 Cr (Covid year)
2022-23	553 Cr
2023-24	609 Cr
2024-25	651 Cr

The number of seats available for non-AC passengers has also increased over the years. The current composition is as follows:

Table 4: Distribution of seats:

Non-AC seats	~ 54 lakhs	~ 78%
AC seats	~ 15 lakhs	~ 22%
Total	~ 69 lakhs	100%

Given the above data, it is clear that Indian Railways is committed to the low and middle income families who prefer railways as an affordable means of transportation.

Railways have developed a fully non-AC modern train named as Amrit Bharat express. Already 14 services are in operation with composition of 11 General Class coaches, 8 Sleeper Class coaches, 01 Pantry car and 02 Luggage cum Divyangjan coaches.

CONTD...4/-

High Speed, enhanced Safety standards and world class Service are the hallmarks of these trains with following enhanced features and amenities:

- i. Better aesthetics of seat and berths with enhanced look & feel on the lines of Vande Bharat Sleeper.
- ii. Jerk Free Semi-Automatic Couplers.
- iii. Improved Crashworthiness in coaches by provision of crash tube.
- iv. Provision of CCTV system in all coaches and Luggage room.
- v. Improved designs of toilets.
- vi. Improved design of Ladder for ease of climbing on to the berth.
- vii. Improved LED Light fitting & Charging Sockets.
- viii. Provision of EP assisted braking system.
- ix. Aerosol based fire suppression system in toilets and electrical cubicles.
- x. USB Type-A and Type-C mobile charging sockets.
- xi. Emergency Talk Back system for two-way communication between Passenger and Guard/Train Manager.
- xii. Non-AC pantry with enhanced heating capacity.
- xiii. Fully sealed gangways with quick release mechanism for easy attachment and detachment.

Development of Amrit Bharat Express trains, manufacturing of MEMU trains, and increasing the share of general coaches clearly shows that Indian Railways is catering effectively to the demand for travel in general class.

Over and above the current high share of non-AC coaches (~70% of total coaches), Railways is executing a special manufacturing programme for 17,000 non-AC general/sleeper coaches over the next 5 years.

To provide greater accommodation for the passengers using General and non-AC Sleeper Coaches, the extant policy regarding composition of Mail/Express trains provides for 12 (Twelve) General class & Sleeper class non- AC coaches and 08 (eight) AC-Coaches, in a train of 22 coaches, thereby providing greater accommodation for the passengers using General and non-AC Sleeper Coaches.

Further, to cater to the needs of passengers desirous of availing unreserved accommodation, Indian Railways (IR) operate unreserved non-AC passenger trains/ MEMU/EMU etc. for affordable travel, which are in addition to the unreserved accommodation (coaches) available in Mail/Express services.

On Indian Railways, the occupancy pattern of trains is not uniform throughout the year, and it varies over lean and peak periods. During peak rush periods, the occupancy of the trains, especially on popular routes, remains full whereas during lean periods and on less popular routes, there is sub optimal utilization.

Traffic pattern of the trains running on Indian Railways is monitored on regular basis and to cater to additional demand, load of existing trains are augmented, special trains are run, new trains are introduced, frequency of existing trains is increased etc. subject to operational feasibility, availability of resources etc.

Accordingly, during the years 2024 and 2025 around 13,500 trips of special trains each year were operated to meet the extra rush of passengers during Holi and Summer vacation. To cater to the rush during Durga Pooja/Deepawali/Chhath, 7,990 trips of Special trains were operated during the period 1st October, 2024 to 30th November, 2024, to serve approximately 1.8 crore passengers.

With a view to facilitate the passengers during the recently concluded Maha Kumbh, IR operated more than 17,300 trains during the period 13th January, 2025 to 28th February, 2025, which served approximately 4.24 crore passengers.
