

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 1547**  
**ANSWERED ON 12.12.2025**

**AVAILABILITY OF RAILWAY BERTHS AND SEATS**

1547 DR. V. SIVADASAN:-

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Ministry has assessed the availability of per capita railway seats and berths in the country, and if so, the details for the last five years;
- (b) the gap between passenger demand and actual seat/berth availability across major routes;
- (c) whether overcrowding and long waiting lists increased during this period, particularly in sleeper and general classes; and
- (d) the steps taken by Government to increase seating capacity, including introduction of new trains, deployment of additional coaches, upgrade of rakes and expansion of rail infrastructure?

**ANSWER**

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

(SHRI ASHWINI VAISHNAW)

(a) to (d) On Indian Railways, 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 period and on less popular routes, there is sub optimal utilization.

In its constant endeavour to provide additional accommodation to travelling passengers, Indian Railways (IR), operates Special train services during festivals, holidays, etc. to cater to the extra needs of passengers and supplement the accommodation available by regular services. In addition to the above, the load of trains are also augmented, both on a permanent and temporary basis, to generate additional accommodation for different segments of passengers.

Accordingly, on the IR network, during Year 2025-26 (till October 2025), 52,731 special trains were operated and 660 coaches have been utilized for augmentation of train services on a permanent basis.

Furthermore, Indian Railways (IR) has significantly increased the facilities for passengers demanding general/sleeper class travel. During the last financial year 2024-25 alone, 1250 general coaches have been utilised in various long-distance trains. Indian Railways has also taken up manufacturing of 17,000 non-AC general/sleeper coaches.

On IR, the percentage of non-AC coaches, is about 70% as indicated below:

<b>Coach type</b>	<b>No. of Coaches</b>	<b>Percentage</b>
<b>Non-AC coaches (general and sleeper)</b>	~57,200	~70%
<b>AC coaches</b>	~25,000	~30%
<b>Total coaches</b>	<b>~82,200</b>	<b>100%</b>

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. The seat/berth capacity of a coach varies depending upon the type of coach viz., Non-AC/AC and General/Chair Car/Sleeper etc.

Details of distribution of Non-AC seats vis a vis AC seats are as under :

<b>Seat type</b>	<b>No. of seats</b>	<b>Percentage</b>
Non-AC seats	~ 54 lakhs	~ 78%
AC seats	~ 15 lakhs	~ 22%
<b>Total</b>	~ 69 lakhs	100%

Moreover, 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.

Modernization and Improvement/up-gradation of Rolling Stock to enhance safety, convenience and comfort of passengers is a continuous and ongoing process on Indian Railways.

The work of replacement of earlier ICF coaches with safer and more modern LHB coaches has been taken up in a phased manner. Technologically superior LHB coaches have better riding, improved aesthetics and features like Lightweight design, Anti climbing features, Air

suspension (Secondary) with failure indication system, stainless steel shell and disc brake system etc.

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

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

Further, with a view to improve travel experience of the passengers, Indian Railways has introduced indigenously designed and manufactured Vande Bharat trains with modern coaches, advanced safety features and passenger amenities. Presently, 164 Vande Bharat services are in operation on the Indian Railway network.

These new Vande Bharat Trains have following features:

- I. Fitted with KAVACH.
- II. Jerk Free Semi-Permanent couplers.
- III. Centrally controlled Automatic Plug Doors and Fully Sealed wider gangways.
- IV. Emergency Alarm Push buttons and Talk Back Units on all Coaches.
- V. Improved fire safety – Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
- VI. Higher acceleration with design/operating speed of 180/160 KMPH.
- VII. Driver-Guard communication with voice recording facility & Crash hardened memory.
- VIII. Air conditioning units with indigenously developed UV-C lamp based disinfection system.
- IX. Better Ride Comfort.
- X. CCTVs in all Coaches.
- XI. For Divyangjan passengers special lavatory in the driving coaches on each end.
- XII. Coach condition monitoring System (CCMS) display with remote monitoring.

Railways have developed fully non-AC modern train named as Amrit Bharat express. Already 30 services are in operation. Presently, these modern trains comprise of 11 General Class coaches, 8 Sleeper Class coaches, 01 Pantry car and 02 Luggage cum Divyangjan coaches.

These trains have 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.

Namo Bharat Rapid Rail has been introduced to enhance the travelling experience of suburban and regional commuters for inter-city short distance movement by harnessing the features of Vande Bharat Trains. Presently, 4 Namo Bharat Rapid Rail services are in operation on the Indian Railway network.

The prominent features of Namo Bharat Rapid Rail are as follows:

- I. Centrally controlled Double Leaf Automatic Sliding Doors.
- II. CCTVs for safety and passenger surveillance.
- III. Modular interior with Cushioned Seats and Sealed Flexible Gangway.
- IV. Emergency Talk System.
- V. Continuous LED lighting with Energy Efficient Lighting system.
- VI. FRP Modular Toilets with vacuum evacuation.
- VII. Fully Air-Conditioned trains with Driver cab AC.

To increase the capacity, the work of expansion of rail network has been taken up in a big way. The details of laying of new track across Indian Railways during last 11 years is given below:-

<b>Period</b>	<b>New track Commissioned</b>	<b>Average commissioning of new tracks</b>
2009-14	7,599 km	4.2 Km/day
2014-25	34,428 km	8.57 Km/day (more than 2 times)

Further, as on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects (154 New Line, 33 Gauge Conversion and 244 Doubling) of total length 35,966 Km, costing approx. 6.75 lakh crore are sanctioned. The summary is as under:-

<b>Category</b>	<b>No. of Projects</b>	<b>Total Length NL/GC/DL</b>	<b>Length Commissioned till Mar'25</b>	<b>Total Exp upto Mar'25 (Rs. In Cr)</b>
<b>New Lines</b>	154	16,142	3,036	1,45,318
<b>Gauge Conversion</b>	33	4,180	2,997	22,753
<b>Doubling/ Multitracking</b>	244	15,644	6,736	1,22,858
<b>Total</b>	<b>431</b>	<b>35,966</b>	<b>12,769</b>	<b>2,90,929</b>

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