

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 2354
ANSWERED ON 07.08.2026

REVENUE OF NON-AC SLEEPER COACHES OF RAILWAYS

2354# DR. RADHA MOHAN DAS AGRAWAL:

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of non-AC sleeper coaches operating daily, the total distance covered in kilometers and the number of passengers allowed in them according to rules in all trains across the country;
- (b) the cost of manufacturing each coach, the number of years or kilometers of travel after which they are withdrawn from trains and the annual expenditure per coach on maintenance and cleaning; and
- (c) the number of tickets for non-AC sleeper coaches sold across the country and total revenue earned by Railways during the years 2021-22, 2022-23, 2023-24, 2024-25 and 2025-26?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (c) Indian Railways is focused on providing affordable, good quality services to passengers of all sections of society. Accordingly, to cater to the needs of various sections both non-AC Coaches and AC-Coaches are provided in the regular composition of Mail/Express trains.

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, with a view to meet the demand of passengers travelling in unreserved coaches Indian Railways (IR) have significantly increased the facilities for passengers demanding general class travel. During the financial year 2024-25 alone, 1250 general coaches have been utilised in various long-distance trains to have at least 4 general class coaches. Similarly, during the year 2025-26 about 870 Coaches including 160 General Class coaches have been utilised for permanent augmentation.

To cater to the travel demand of the low and middle income families, Indian Railways have taken up manufacturing of 17,000 non-AC coaches (general/sleeper) over the next 5 years.

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

Table-1: Distribution of Coaches

Non-AC coaches (general and sleeper)	~62,000	~70%
AC coaches	~27,000	~30%
Total coaches	~89,000	100%

Table-2: Distribution of Seats

Type of Seats	Number of seats	Percentage
Non-AC Seats	~54 lakhs	~78%
AC Seats	~15 lakhs	~22%
Total Seats	~69 lakhs	100%

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, aimed to meet the requirement of passengers desirous of availing unreserved accommodation.

Amrit Bharat service:

To provide affordable means of transportation to the low and middle income families, Indian Railways have introduced Amrit Bharat services which are fully non-AC modern trains. The present composition of Amrit Bharat consists of 11 General Class coaches, 8 Sleeper Class coaches, 01 Pantry Car and 02 Luggage cum Divyangjan coaches.

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

- Better aesthetics of seat and berths with enhanced look & feel on the lines of Vande Bharat Sleeper.
- Jerk Free Semi-Automatic Couplers.
- Improved Crashworthiness in coaches by provision of crash tube.
- Provision of CCTV system in all coaches.
- Improved designs of toilets.
- Improved design of Ladder for ease of climbing on to the berth.
- Improved LED Light fitting & Charging Sockets.
- Provision of EP assisted braking system.
- Aerosol based fire suppression system in toilets and electrical cubicles.
- USB Type-A and Type-C mobile charging sockets.
- Emergency Talk Back system for two-way communication between Passenger and Guard/Train Manager.
- Non-AC pantry with enhanced heating capacity.

- Fully sealed gangways with quick release mechanism for easy attachment and detachment.

As on 03.08.2026, the following 36 pairs Amrit Bharat Express services are being operated on the Indian Railways network:

SN	Train No. and Name
1	11015/11016 Lokmanya Tilak (T) - Saharsa Amrit Bharat Express
2	13697/13698 Gaya - Delhi Amrit Bharat Express
3	15293/15294 Muzaffarpur - Charlapalli Amrit Bharat Express
4	15557/15558 Darbhanga - Anand Vihar (T) Amrit Bharat Express
5	15561/15562 Darbhanga - Gomtinagar Amrit Bharat Express
6	15567/15568 Bapudham Motihari - Anand Vihar (T) Amrit Bharat Express
7	22361/22362 Rajendranagar (T) - New Delhi Amrit Bharat Express
8	13433/13434 SMVT Bengaluru - Malda Town Amrit Bharat Express
9	13435/13436 Malda Town - Gomtinagar Amrit Bharat Express
10	15133/15134 Chhapra - Anand Vihar (T) Amrit Bharat Express
11	14047/14048 Sitamarhi - Delhi Amrit Bharat Express
12	14627/14628 Saharsa - Chheharta Amrit Bharat Express
13	19623/19624 Madar - Darbhanga Amrit Bharat Express
14	16601/16602 Erode - Jogbani Amrit Bharat Express
15	19021/19022 Udhna - Brahmapur Amrit Bharat Express
16	15671/15672 Kamakhya - Rohtak Amrit Bharat Express
17	20609/20610 New Jalpaiguri - Tiruchchirappalli Amrit Bharat Express
18	16597/16598 SMVT Bengaluru - Alipurduar Amrit Bharat Express
19	11031/11032 Panvel - Alipurduar Amrit Bharat Express
20	16107/16108 Tambaram - Santragachi Amrit Bharat Express
21	13065/13066 Howrah - Anand Vihar (T) Amrit Bharat Express
22	22587/22588 Sealdah - Banaras Amrit Bharat Express
23	20603/20604 New Jalpaiguri - Nagercoil Amrit Bharat Express
24	15949/15950 Dibrugarh - Gomti Nagar Amrit Bharat Express
25	16121/16122 Tambaram - Thiruvananthapuram Central Amrit Bharat Express
26	16329/16330 Nagercoil - Mangaluru Amrit Bharat Express
27	17041/17042 Charlapalli - Thiruvananthapuram North Amrit Bharat Express
28	16619/16620 Podanur-Dhanbad Amrit Bharat Express
29	16357/16358 Nagercoil-Charlapalli Amrit Bharat Express

30	15673/15674 Charlapalli - Kamakhya Amrit Bharat Express
31	17065/17066 Charlapalli - Shalimar Amrit Bharat Express
32	22589/22590 Banaras- Hadapsar Amrit Bharat Express
33	22111/22112 Lokmanya Tilak(T)- Ayodhya Amrit Bharat Express
34	14663/14664 Amritsar- New Jalpaiguri Amrit Bharat Express
35	19725/19726 Khatipura- Darbhanga Amrit Bharat Express
36	11431/11432 Pune - Danapur Amrit Bharat Express

Non-AC Sleeper coaches

IR has been replacing conventional coaches (ICF coaches) by modern light weight LHB coaches having state-of-the art technology. Accordingly, the Production units of Indian Railways are producing only LHB coaches from April, 2018 onwards. Since 2014, about 50,000 LHB coaches have been manufactured.

The manufacturing cost of non-AC sleeper class LHB coach is about ₹2 crore. Its standard codal life is 35 years, and the carrying capacity is 80 passengers.

The expenditure on maintenance of railway coaches depends on several factors, including coach design and technology, age, utilization pattern, cost of spare parts and consumables etc.

Coaches undergo regular inspections and maintenance at depots/workshops as per prescribed schedules to ensure their safe and reliable operation. Repair, rehabilitation or replacement of coaches is undertaken based on their condition/completion of the prescribed codal life.

The details of the number of passengers who travelled in Non-AC Sleeper Coaches and the revenue earned therefrom is as under:

Financial Year	Number of Passengers (in crore)	Revenue earned (in crore)
2021-22	29.37 crore	₹12,851
2022-23	38.30 crore	₹15,935
2023-24	37.08 crore	₹15,120
2024-25	36.81 crore	₹14,854
2025-26 (provisional)	37.16 crore	₹15,312

During the year 2025-26, the total Passenger Kilometer (PKM) including non-AC Sleeper class was about 11.88 Lakh million PKM.
