

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.5222
TO BE ANSWERED ON 05.04.2017**

BASIC AMENITIES

5222. DR. BHOLA SINGH:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Anand Vihar Railway terminal in Delhi has failed to provide basic amenities like cloak room, waiting room etc. despite spending a lot of taxpayers money in developing its infrastructure;**
- (b) if so, the reasons therefor;**
- (c) whether trains originating from this station or destined for this station are always running late;**
- (d) if so, the details thereof along with the reasons for late running of trains; and**
- (e) the measures being taken by the Railways to improve the situation and mitigate the problems being faced by the passengers?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 5222 BY DR. BHOLA SINGH TO BE ANSWERED IN LOK SABHA ON 05.04.2017 REGARDING BASIC AMENITIES

(a) & (b): No, Madam. As per prescribed norms all basic amenities including Cloak room, Waiting room etc. are available at Anand Vihar Railway Terminal.

(c) & (d): Punctuality performance (PP) of trains originating and terminating at Anand Vihar during the last six months is given below:

Months	Originating PP%	Terminating PP%
September 2016	68.32	19.94
October 2016	66.50	16.92
November 2016	58.55	10.03
December 2016	36.28	2.26
January 2017	52.79	4.92
February 2017	63.54	8.03
Average PP	57.6	10.35

Main reasons for late arrival and late departure of trains for Anand Vihar are the line capacity constraints over Mughalsarai-Ghaziabad and Mughalsarai-Lucknow-Moradabad-Ghaziabad sectors and terminal capacity constraints at Anand Vihar.

Trains terminating at Anand Vihar are delayed over the most saturated sections of North Central Railway (Mughalsarai-Ghaziabad section) and Northern Railway (Lucknow-Moradabad-Ghaziabad section) which are facing severe line capacity constraints on account of increasing Passenger and Freight traffic. Trains also get delayed due to factors related to its internal working as well as external factors of which railways are not in control. Other than asset failures, various constraints/difficulties adversely affect punctuality. Some of these factors are 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, multi faceted Law & order problems, Miscreant Activities such as theft of Railway assets, mid section run over cases involving cattle and human etc.

(e): Railways have initiated various measures aimed at improving punctuality of trains over Indian Railways network by sensitization of staff involved in train operations, controlling asset failures and their down-time, prioritization of preventive maintenance of assets, time tabling improvements, capacity enhancement through creation of new infrastructure such as providing automatic signaling in a phased manner over the Mughalsarai-Kanpur, provision of 3rd line corridors in a phased manner over Mughalsarai-Allahabad sector, providing Low Height Subways (LHS) and Road Over Bridges (ROBs) on congested routes for eliminating level crossing gates, execution of Eastern and Western dedicated freight corridors, rationalization of terminals and routes on Allahabad division to avoid congestion on the route etc. For factors affecting punctuality which are beyond railways control such as public agitations, law and order problems in left wing extremism affected areas etc., State Governments are being pursued for more effective resolution of these problems.
