

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO.3882  
TO BE ANSWERED ON 09.08.2017**

**DELAY OF TRAINS**

**3882. SHRI RABINDRA KUMAR JENA:  
SHRI P.K. KUNHALIKUTTY:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the annual percentage of trains delayed during the last four years;**
- (b) whether any reduction has been noticed in delayed running of trains after the present Government assumed office in 2014 and if so, the details thereof;**
- (c) the zone that witnessed the highest number of delays last year and the reasons identified for these delays; and**
- (d) the details of the specific measures taken/planned to reduce the number of delays of trains?**

**ANSWER**

**MINISTER OF STATE IN THE MINISTRY OF RAILWAYS**

**(SHRI RAJEN GOHAIN)**

**(a) to (d) A Statement is laid on the Table of the House.**

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 3882 BY SHRI RABINDRA KUMAR JENA AND SHRI P.K. KUNHALIKUTTY TO BE ANSWERED IN LOK SABHA ON 09.08.2017 REGARDING DELAY OF TRAINS**

**(a) & (b) On Indian Railways, the average number of Mail/Express trains originating and terminating per day and punctuality performance for the last 3 years and current financial year is given below:**

<b>Year</b>	<b>Average number of originating trains per day</b>	<b>Originating Punctuality performance (%)</b>	<b>Average number of terminating trains per day</b>	<b>Terminating Punctuality performance (%)</b>
<b>2014-2015</b>	<b>1571</b>	<b>80.56</b>	<b>1571</b>	<b>79.37</b>
<b>2015-2016</b>	<b>1605</b>	<b>83.15</b>	<b>1605</b>	<b>77.51</b>
<b>2016-2017</b>	<b>1630</b>	<b>83.48</b>	<b>1630</b>	<b>76.69</b>
<b>2017-2018 (April 2017 to July 2017)</b>	<b>1655</b>	<b>86.18</b>	<b>1655</b>	<b>78.39</b>

**Due to constant endeavour, originating punctuality performance of Indian Railways has increased by around 5% over last three years and terminating punctuality has been maintained at almost the same level despite increase in the number of trains run during the last three years.**

**(c) Indian Railways has 7 high density network routes along with feeder routes which constitute 18% of the network but carry 58% of the total traffic, which is of mixed nature i.e., freight and passenger traffic. North Central Zone which includes most saturated and highly congested routes such as Delhi –Allahabad-Mughalsarai and Delhi- Agra-Jhansi –Bina have been identified as the zone where the trains are mostly delayed. The capacity utilisation of these routes range between 150-200% which affects the mobility of rail traffic including punctuality of trains. While**

**most of the trains reach their destination on time, some trains, at times, get delayed due to causes, some of which are in the control of Railways such as:-**

- (1) asset failures related to locomotives, over head equipment, track, signal & coaches and wagon etc.,**
  - (2) saturated line capacity due to heavy volumes of freight and passenger traffic leading to route congestion in sectors like Delhi-Ghaziabad-Kanpur-Mughalsarai and Delhi-Agra-Jhansi-Bina sections, where line capacity utilization is 110% to 160%.**
  - (3) blocks to be given for maintenance of fixed assets – tracks, signals, overhead equipment and for increasing line and terminal capacity, replacement of level crossings by limited height subways and**
  - (4) some reasons beyond the control of the Railways, such as security related law and order problems – observance of Bandhs and security threats in Left Wing Extremist areas of East Central Railway requiring reduction of speeds for maintaining the safety of operations, passing of trains through the elephant corridor with restricted speed as per the laid down stipulations, natural calamities, public agitations, electricity grid failures, bad weather, cattle run over cases, heavy road traffic at level crossing gates etc.**
- (d) Indian Railways have initiated various short and long term measures for addressing the problem of capacity constraints on Mughalsarai-Allahabad-Ghaziabad sector of North Central Railway which include provision of automatic signaling from Aligarh to Ghaziabad on 3<sup>rd</sup> line, provision of 3<sup>rd</sup> line between Agra-Jhansi-Bina, extension of platforms, commissioning of longer loop lines at 10 stations, raising of speed to 160 kmph on New Delhi- Mughalsarai route besides the construction of double-line dedicated freight corridor (DFC) between Mughalsarai-Allahabad-Khurja.**

**Further, Railways have initiated various measures such as launching of punctuality drives, sensitising staff involved in train operations, improving asset reliability, rectification of asset failures in the shortest possible time and having better co-ordination with State Governments and civil authorities to deal with law & order problems effectively etc.**

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