

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO.167  
TO BE ANSWERED ON 18.07.2018**

**LOW OCCUPANCY ROUTES**

**167. SHRIMATI SANTOSH AHLAWAT:**

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

- (a) whether the Government has prepared any list of those routes whose occupancy in trains is 50 percent or below;**
- (b) if so, the details thereof, zone-wise; and**
- (c) the corrective steps taken by the Government to increase the occupancy on low occupancy routes and the outcome thereof?**

**ANSWER**

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

**(SHRI RAJEN GOHAIN)**

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

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO. 167 BY SHRIMATI SANTOSH AHLAWAT TO BE ANSWERED IN LOK SABHA ON 18.07.2018 REGARDING LOW OCCUPANCY ROUTES.**

**(a) & (b): On Indian Railways, demand is not uniform. It varies during lean and peak periods and this lean and peak period is also not uniform for all parts of the country. Further, trains running on popular and convenient timings with lesser stoppages and running time are generally well patronized and also experience waiting list almost throughout the year. However, other trains not having these features are chosen by passengers for travel only as a second alternative and are, therefore, not fully patronized. Another reason for less patronization of trains is the availability of convenient and fast road networks in some sectors e.g. highways and expressways, which are getting developed rapidly in different parts of the country encouraging the use of personal vehicles more & more. Route-wise and zone-wise statistics of occupancy are not maintained on Indian Railways. However, the overall occupancy of all reserved trains on Indian Railways during the Financial Year 2017-18 was more than 100%.**

**(c) : The various steps which are being taken as a continuous and ongoing exercise, to improve the occupancy of less patronised trains are as under: -**

- 1) Introducing fast services and reducing running time of existing trains.**
- 2) Making the timings of empty trains more convenient.**

- 3) Reduction in load of poorly patronized trains and using the released coaches to augment the load of well-patronised trains.**
- 4) Studying the utilisation pattern of trains to make necessary modifications like re-distribution of reservation quota, augmentation/reduction of load of train etc.**
- 5) Introducing suitable type of trains catering to specific requirements of passengers on road-competitive sectors.**
- 6) Discounted fare has been offered in Shatabdi trains in last/first leg of journey over the following sections:-**
  - (i) From Bengaluru to Mysuru**
  - (ii) From Mysuru to Bengaluru**
  - (iii) From Ahmedabad to Vadodara**
  - (iv) From New Jalpaiguri to Malda Town**
- 7) Declaration of AC-3 tier coach as AC Chair Coach and booking on AC chair car fare in 5 pairs of trains over Bengaluru-Mysuru-Bengaluru section.**
- 8) 10% rebate in the basic fare is given in all trains on vacant berths/seats after preparation of first Reservation Chart.**
- 9) Declaration of sleeper class coach as unreserved second class/unreserved sleeper class coach.**
- 10) Reducing the frequency of such trains and Cancellation of poorly patronized train, if so required.**

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