

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 2471  
TO BE ANSWERED ON 26.12.2018**

**DECLINE IN PASSENGER TRAFFIC**

**2471. SHRI BHOLA SINGH:  
PROF. PREM SINGH CHANDUMAJRA:  
DR. SUNIL BALIRAM GAIKWAD:  
SHRI KUNDARIYA MOHAN BHAI KALYANJI BHAI:**

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

- (a) whether the passenger traffic handled by the Railways declined though the capital grew between 2013-17;**
- (b) if so ,the reasons therefor and the route-wise details of decline in traffic;**
- (c) whether the Government has conducted any assessment regarding pricing policy of its competitors like road and air travel and if so, the details thereof and if not the reasons therefor;**
- (d) the details of the steps taken/being taken by the Government to enhance the competitiveness of railways vis-a-vis road and air travel, year and zone-wise since 2014; and**
- (e) the details of the percentage of railway budget spent on improving the competitiveness of Railways during each of the last four years since 2014?**

**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.**

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 2471 BY SHRI BHOLA SINGH, PROF. PREM SINGH CHANDUMAJRA, DR. SUNIL BALIRAM GAIKWAD AND SHRI KUNDARIYA MOHAN BHAI KALYANJI BHAI TO BE ANSWERED IN LOK SABHA ON 26.12.2018 REGARDING DECLINE IN PASSENGER TRAFFIC.**

**(a): Yes, Madam. On Indian Railways, total no. of passengers carried and capital expenditure incurred during 2013-17, yearwise is as under:-**

<b>S.No.</b>	<b>Year</b>	<b>No of Passenger ( In millions)</b>	<b>Capтал Expenditure ( ₹ in crore)</b>
<b>1</b>	<b>2013-14</b>	<b>8317</b>	<b>53,989.27</b>
<b>2</b>	<b>2014-15</b>	<b>8224</b>	<b>58,718.93</b>
<b>3</b>	<b>2015-16</b>	<b>8107</b>	<b>93,519.79</b>
<b>4</b>	<b>2016-17</b>	<b>8116</b>	<b>1,09,934.87</b>

**(b) The demand pattern on Indian Railways varies across different segments and sections. It varies during the peak and lean seasons. The reasons for decline in passenger traffic can be attributed to various factors including the improvement in road infrastructure offering better and faster connectivity, diversion of passenger traffic to metro rail projects in cities, changed norms/regulations in the issue of Izzat Monthly Season Tickets, impact of natural disasters like floods and heavy monsoons, closure of certain sections etc.**

**(c) Railways, Road and Airlines are different modes of transport, which are not comparable in terms of their volume, connectivity and convenience. Further, to attract more passengers, Indian Railways have given following concessions/discounts:-**

**(i) 10% discount in basic fare on vacant berths/seats booked after preparation of first chart.**

**(ii) Discounted fare in Shatabdi trains over 4 sections viz. Bengaluru-Mysuru, Mysuru-Bengaluru, Ahmedabad-Vadodara and Jalpaiguri-Malda Town sections.**

**(iii) To facilitate second-class passengers, sleeper class coaches running underutilized have been de-reserved on a particular section as second class unreserved on second-class fare.**

**(iv) After successful implementation in 5 pairs of trains over Bengaluru-Mysuru section, the power has been delegated to Zonal Railways to declare AC-3tier coaches as AC chair car on AC chair car fare.**

**(v) Graded discount has been introduced in flexi fare trains and Humsafar trains, where class-wise occupancy is less than 60%, 4 days prior to scheduled departure of the train as under:-**

<b>Occupancy</b>	<b>Discount</b>
<b>Up to 70%</b>	<b>20% on last fare</b>
<b>70 to 80%</b>	<b>10% on last fare</b>
<b>Above 80%</b>	<b>Nil</b>

**Graded discount has been implemented for journey commencing 15-03-2019 onwards.**

**(d) Indian Railways continuously strive to improve passenger traffic across all Zonal Railways through various measures like:-**

**i Augmentation of on-board capacity by attachment of additional coaches, running of special trains during festivals and holidays, running of Suvidha trains etc.**

- ii **Augmentation of ticket selling capacity through mobile ticket booking, operation of Automatic Ticket Vending Machines (ATVM), utilizing the services of ticketing agents like Jan Sadharan Ticket Booking Sewaks (JTBS), Station Ticket Booking Agents (STBA), Yatri Ticket Suvidha Kendra (YTSK) etc.**
- iii **Organising intensive ticket checking drives including fortress checks etc.**
- iv **Expansion of digital payment modes like net-banking, credit/debit cards, e-wallets, Unified Payment Interface(UPI)/ Bharat Interface for Money (BHIM) to enhance passenger convenience.**
- v **Introduction of Alternate Train Accommodation Scheme (ATAS) known as VIKALP to provide confirmed accommodation to waitlisted passengers and also to ensure optimal utilization of available accommodation.**
- vi **Increase in number of RAC berths to provide additional accommodation to the passengers.**
- vii **Provision in the Computerised Passenger Reservation System (PRS) to transfer vacant available accommodation after preparation of second reservation chart to next remote location to enable optimum utilization of available accommodation.**

**(e) The entire Capex of the Railways is spent on modernization and expansion of the Railway network to keep the system competitive. The Capex incurred by the Railways during the last four years is given below:**

<b>Year</b>	<b>Capital Expenditure (₹ in crore)</b>
<b>2014-15</b>	<b>58,718.93</b>
<b>2015-16</b>	<b>93,519.79</b>
<b>2016-17</b>	<b>1,09,934.87</b>
<b>2017-18</b>	<b>1,01,985.47</b>