

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO.537  
TO BE ANSWERED ON 06.02.2019**

**PUNCTUALITY OF TRAINS**

**537. DR. KULAMANI SAMAL:**

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

**(a) the number of mail, express and superfast trains that are being run by the Railways, daily and how many of these reach their destination on time;**

**(b) whether it is a fact that these trains are not running on time and reaching destination very late and if so, the details thereof and the reasons therefor, railway zone-wise;**

**(c) whether it is also a fact that mail, express and superfast trains originating from different stations in Odisha are not given due importance and are deliberately delayed in other railway zones and if so, the details thereof; and**

**(d) the system in place and the measures taken by the Government to ensure that mail, express and superfast trains reach their destination as per the time table?**

**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. 537 BY DR. KULAMANI SAMAL TO BE ANSWERED IN LOK SABHA ON 06.02.2019 REGARDING PUNCTUALITY OF TRAINS**

**(a) and (b) Zone-wise number of Superfast trains/Mail/Express scheduled, reported, reached their destination right time and were late during the period 2018-19 (April to to January 2019) is as under:-**

<b>Zonal Railway</b>	<b>Superfast</b>				<b>Mail/Express</b>			
	<b>Scheduled</b>	<b>Reported</b>	<b>Right Time</b>	<b>Late</b>	<b>Scheduled</b>	<b>Reported</b>	<b>Right Time</b>	<b>Late</b>
<b>Central</b>	<b>19904</b>	<b>19309</b>	<b>15228</b>	<b>4081</b>	<b>21115</b>	<b>20328</b>	<b>16150</b>	<b>4178</b>
<b>East Coast</b>	<b>6648</b>	<b>6535</b>	<b>5403</b>	<b>1132</b>	<b>10478</b>	<b>10201</b>	<b>8279</b>	<b>1922</b>
<b>East Central</b>	<b>6612</b>	<b>6528</b>	<b>5441</b>	<b>1087</b>	<b>25393</b>	<b>23837</b>	<b>17429</b>	<b>6408</b>
<b>Eastern</b>	<b>9389</b>	<b>9263</b>	<b>7749</b>	<b>1514</b>	<b>20139</b>	<b>19549</b>	<b>17270</b>	<b>2279</b>
<b>Konkan</b>	<b>702</b>	<b>694</b>	<b>354</b>	<b>340</b>	<b>1486</b>	<b>1409</b>	<b>987</b>	<b>422</b>
<b>North Central</b>	<b>4951</b>	<b>4661</b>	<b>4076</b>	<b>585</b>	<b>8254</b>	<b>7731</b>	<b>5687</b>	<b>2044</b>
<b>North Eastern</b>	<b>4927</b>	<b>4502</b>	<b>3275</b>	<b>1227</b>	<b>17491</b>	<b>16489</b>	<b>12225</b>	<b>4264</b>
<b>Northeast Frontier</b>	<b>2687</b>	<b>2631</b>	<b>1741</b>	<b>890</b>	<b>17534</b>	<b>16988</b>	<b>11875</b>	<b>5113</b>
<b>Northern</b>	<b>31978</b>	<b>30799</b>	<b>25514</b>	<b>5285</b>	<b>47997</b>	<b>44811</b>	<b>33933</b>	<b>10878</b>
<b>North Western</b>	<b>11594</b>	<b>11378</b>	<b>8757</b>	<b>2621</b>	<b>12983</b>	<b>12695</b>	<b>9541</b>	<b>3154</b>
<b>South Central</b>	<b>13635</b>	<b>13039</b>	<b>10396</b>	<b>2643</b>	<b>20610</b>	<b>19814</b>	<b>15594</b>	<b>4220</b>
<b>South East Central</b>	<b>2036</b>	<b>2006</b>	<b>1641</b>	<b>365</b>	<b>5754</b>	<b>5589</b>	<b>3956</b>	<b>1633</b>
<b>South Eastern</b>	<b>10841</b>	<b>10740</b>	<b>8702</b>	<b>2038</b>	<b>11198</b>	<b>11000</b>	<b>8009</b>	<b>2991</b>
<b>Southern</b>	<b>26958</b>	<b>26470</b>	<b>21257</b>	<b>5213</b>	<b>29483</b>	<b>28429</b>	<b>23408</b>	<b>5021</b>
<b>South Western</b>	<b>7503</b>	<b>7416</b>	<b>5589</b>	<b>1827</b>	<b>17753</b>	<b>17312</b>	<b>13695</b>	<b>3617</b>
<b>West Central</b>	<b>6895</b>	<b>6807</b>	<b>5021</b>	<b>1786</b>	<b>6118</b>	<b>5947</b>	<b>4151</b>	<b>1796</b>
<b>Western</b>	<b>18751</b>	<b>18572</b>	<b>15774</b>	<b>2798</b>	<b>17155</b>	<b>16812</b>	<b>13971</b>	<b>2841</b>

**(c) The trains are losing punctuality on Indian Railways including in Odhisa due to the 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 which adversely affect punctuality are numerous such as – line capacity constraints on account of increasing passenger and freight traffic, 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, mid-section run over cases involving cattle and humans etc. This year large number of track maintenance works and infrastructural works are being undertaken all over Indian Railways leading to excessive speed restrictions.**

**(d) Punctuality of passenger carrying trains including Mail/Express and Superfast trains is being monitored rigorously on a daily basis at Divisional, Zonal and Railway Board levels by Divisional Railway Managers (DRMs), General Managers (GMs) and Railway Board Members and Senior officers. To ensure running of these trains right time when pairing trains are running late, scratch rakes are inducted and rakes are standardized to the extent operationally feasible. Also various steps have been initiated to improve punctuality such as prioritization of preventive maintenance of assets to minimize asset failures, capacity enhancement projects by construction of additional loop lines at stations, doubling, construction of third line corridors, automatic signaling, construction of limited height subways to replace level crossings, Road Under Bridges (RUB) and Road Over Bridges (ROB) etc. Besides, punctuality drives are launched from time to time and staff involved in train operations are sensitized. In addition, Zonal Railways have also been advised to have better coordination with Civil and Police authorities of States to deal with situations arising out of law and order problems.**

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