

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 5086
TO BE ANSWERED ON 24.07.2019**

PUNCTUALITY OF TRAINS

**5086. SHRI BHAGWANTH KHUBA:
SHRI ASHOK KUMAR RAWAT:
SHRI RAJENDRA AGRAWAL:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has taken cognizance of passenger trains running too late in the country and if so, the details thereof and the percentage of such trains that ran late during the year 2018-19;**
- (b) the zone-wise average delay of such train routes during last year;**
- (c) whether such trains are halted at outer signals due to non-availability of platforms at the railway stations which is one of the reasons for the trains running late and if so, the details thereof;**
- (d) whether the Government is contemplating to introduce proper monitoring system of platforms to ensure running of passenger trains as per their schedule; and**
- (e) if so, the details thereof?**

ANSWER

**MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY
(SHRI PIYUSH GOYAL)**

(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. 5086 BY SHRI BHAGWANTH KHUBA, SHRI ASHOK KUMAR RAWAT AND SHRI RAJENDRA AGRAWAL TO BE ANSWERED IN LOK SABHA ON 24.07.2019 REGARDING PUNCTUALITY OF TRAINS

(a) and (b) Indian Railways (IR) constantly endeavour to run trains punctually. However, trains do lose punctuality due to internal factors (mainly attributable to equipment failures related to locomotives, Over-Head Electrical cables, track, signals, coaches and wagons; and saturated line capacity, etc), as well as external factors (like electricity grid failures, public agitation, adverse weather conditions, etc.) of which Railways are not in control. The zone-wise percentage and average per day number of trains which were delayed during 2018-19, is as under:-

Zonal Railway	2018-19 (Percentage (%))		2018-19 (Average no of trains per day)	
	Mail/Express	Passenger	Mail/Express	Passenger
Central	13.58	33.95	43	65
East Coast	24.41	33.54	33	35
East Central	35.83	52.79	98	178
Eastern	27.46	30.69	50	90
Konkan	22.87	23.05	9	5
North Central	52.68	61.59	179	134
North Eastern	30.52	41.02	51	101
Northeast Frontier	26.01	24.46	26	38
Northern	40.36	51.74	224	346
North Western	15.98	11.26	26	24
South Central	18.79	29.45	52	99
South East Central	45.09	12.01	33	18
South Eastern	22.85	7.08	36	15
Southern	22.19	18.34	61	63
South Western	23.04	12.44	35	22
West Central	26.32	39.31	72	44
Western	8.54	14.91	18	44

(c) to (e) Platforms at major terminals are nominated for trains as per platform berthing charts. Scheduled platform berthing of trains gets disturbed due to late running of certain trains on account of various reasons sometimes resulting in detention to other trains at signals for non availability of platforms.

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.
