

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.832
TO BE ANSWERED ON 26.06.2019**

LATE RUNNING OF TRAINS

†832. SHRI VISHNU DAYAL RAM:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether problem of trains running late has not been resolved despite sincere efforts of the Government;**
- (b) if so, the details of the action plan of the Government thereon;**
- (c) the number of trains that started/ arrived late from its point of origin or destination, during the last three months and the number of days on which trains arrived late at destination points and the reasons therefor;**
- (d) the extent to which Government has been successful to run trains on time even in adverse conditions when there was mist and fog and steps taken to streamline the signalling system; and**
- (e) the steps being taken by the Government in this regard to achieve complete success?**

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.832 BY SHRI VISHNU DAYAL RAM TO BE ANSWERED IN LOK SABHA ON 26.06.2019 REGARDING LATE RUNNING OF TRAINS

(a) & (b) Punctuality of trains is accorded high priority by Indian Railways. However, trains get delayed not only due to the factors related to its internal working but also external factors which are beyond the control of Railways. In addition to asset failures, train running and punctuality is affected by factors such as line capacity, terminal capacity, constraints on account of inadequate infrastructure, 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, law & order problems, miscreant activities such as theft of Railway assets, mid-section run over cases involving cattle and humans etc.

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. Due to these interventions, number of minutes lost in passenger

and express trains have decreased from 3672043 and 2730830 in March 2018 to 2504263 and 1345067 in March 2019.

(c) Mail/Express trains started/arrived late during the last three months is as under:-

| Months | No. of trains started late from origin per day (Avg.) | No. of trains arrived late at destination per day (Avg.) |
|-----------------|--|---|
| March-19 | 269 | 389 |
| April-19 | 296 | 628 |
| May-19 | 334 | 517 |

(d) and (e) For running trains during adverse conditions of mist and fog, a Global Positioning System (GPS) based hand held portable device named Fog PASS Device has been developed by Indian Railways. This device is not installed on locomotive as such but is given to Loco Pilots in fog affected sections. It serves as an aid for the crew during foggy weather through audio visual alarm, whenever any landmark comes within the Geofence range. Location of stations, warning board, signals, level crossing gates and Whistle for Level crossing (W/L) boards in the section is fed in the equipment. It displays speed of the locomotive, distance and time to reach landmarks and is carried by the Loco Pilots.

Fog PASS Devices are being used only in those zones of Indian Railways where the trains pass through fog affected region. Till April, 2019, 11689 Fog Pass Devices have been procured and provided to Zonal Railways.

To avoid delay of trains in foggy weather and to enhance level of safety when running in automatic block signaling sections, a modified automatic signaling system has been introduced in Northern Railway and North Central Railway which restricts the number of trains to two between two stations.

Further, Railways are implementing the provision of Automatic Train Protection (ATP) system in selected sections. These systems have the facility of displaying movement authority in front of the Loco Pilot in the cab. This helps Loco Pilot to run the train confidently even during impaired visibility. The types of ATP systems working are:-

- (i) Train Protection and Warning System: Train Protection and Warning System (TPWS) based on European Technology ETCS Level -1, a proven Automatic Train Protection (ATP) System has been provided on 345 RKMs on Indian Railways.**
- (ii) Auxiliary Warning System (AWS): An ATP called Auxiliary Warning System (AWS) is presently functional on 413 RKMs in the Mumbai suburban section of Central Railway (289 RKMs) and Western Railway (124 RKMs).**
- (iii) Train Collision Avoidance System (TCAS): TCAS is an Automatic Train Protection (ATP) System installed on Lingampalli – Vikarabad – Wadi, Vikarabad - Bidar section (250 RKMs) on South Central Railway.**
