

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.1818
TO BE ANSWERED ON 09.12.2015**

DECLINE IN PASSENGER TRAFFIC

**1818. KUMARI SUSHMITA DEV:
SHRI ANANDRAO ADSUL:
SHRI JYOTIRADITYA M. SCINDIA:
SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI SHRIRANG APPA BARNE:
SHRI ASADUDDIN OWAISI:**

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that on the one hand, the passenger traffic is declining and on the other hand, long distance passenger trains are overcrowded;

(b) if so, the details of decline registered during the last three years and the current year and the reasons for overcrowd in long distance trains;

(c) whether the Railways is considering introduction of dynamic fare for all classes in all trains on the lines of air fare;

(d) if so, the details thereof; and

(e) the steps being taken by the Railways to increase revenue and reduce overcrowd in the trains?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI MANOJ SINHA)

(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. 1818 BY KUMARI SUSHMITA DEV, SHRI ANANDRAO ADSUL, SHRI JYOTIRADITYA M. SCINDIA, SHRI ADHALRAO PATIL SHIVAJIRAO, SHRI SHRIRANG APPA BARNE AND SHRI ASADUDDIN OWAISI TO BE ANSWERED IN LOK SABHA ON 09.12.2015 REGARDING DECLINE IN PASSENGER TRAFFIC.

(a) & (b): The passenger traffic details for the last three years and current year upto October, 2015 is as under:-

Financial Year	Number of passengers (in millions)	Variation over corresponding period of last year (in %)
2012-13	8421	2.39
2013-14	8397	-0.29
2014-15	8224	-2.06
2015-16 (upto October, 2015)	4789.87	-2.55

*** Data for FY 2014-15 & 2015-16 is provisional.**

The decline in the number of passengers in recent years is mainly attributable to a fall in the number of short distance passengers due to improvement in road infrastructure offering better and faster connectivity leading to increase in the number of personal and commercial vehicles and diversion of passenger traffic to metro rail projects in cities. However, there is increase in the number of long distance passengers and a large number of long distance trains have occupancy of more than 100%. Further, on Indian Railways, the demand pattern is not uniform throughout the year and it varies during the peak and lean seasons. The demand for travel surges in long distance trains especially during the peak season like during summer holidays, festivals etc.

(c) & (d): At present, there is no proposal to introduce dynamic fare scheme for all classes in all trains. However, there is premium Tatkal quota in identified trains in which system of dynamic fare is applicable. Also, Indian Railways is running Suvidha/ Premium special trains with variable/ dynamic fares where fares increase with the number of berths being sold.

(e): Steps taken by the Railways to improve earnings from the passenger traffic segment include:

- i. Augmentation of ticket selling capacity through operation of Automatic Ticket Vending Machines (ATVM), Cash-Coin & Smart Card operated Ticket Vending Machines (CoTVM), mobile ticketing, utilising the services of ticketing agents like Jan Sadharan Ticket Booking Sewaks (JTBS), Station Ticket Booking Agents (STBA), Yatri Ticket Suvidha Kendra (YTSK) etc.**
- ii. Organising intensive ticket checking drives including fortress checks etc.**
- iii. Augmentation of on-board capacity by attachment of additional coaches, running of special trains during festivals and holidays, running of Suvidha trains etc.**

In order to cater to surges in demand experienced during peak periods such as holidays, festivals etc, Indian Railways run special trains including fully unreserved special trains and also augments coaches in existing trains subject to operational feasibility, traffic demand and availability of resources.
