

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.524
TO BE ANSWERED ON 02.12.2015**

TRAIN SERVICES

524. SHRI R.GOPALAKRISHNAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the railways has conducted any review of the existing operation of train services to overcome the problem of delayed arrival/departure of trains and stoppage of trains at unknown remote areas due to signal or other reasons; and

(b) if so, the details thereof?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI MANOJ SINHA)

(a) & (b) A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) & (b) OF UNSTARRED QUESTION NO. 524 BY SHRI R.GOPALAKRISHNAN TO BE ANSWERED IN LOK SABHA ON 02.12.2015 REGARDING TRAIN SERVICES.

(a) & (b): Yes, Madam. Indian Railways achieved an average of 81.5% punctuality during August-October 2015 on terminating basis. Out of 146414 Mail/Express trains run during August-October 2015, 27020 trains lost punctuality.

Major reasons for loss of punctuality during the above period are given as below:

Factors	Percentage of total number of trains run
Beyond railways control (Alarm chain pulling, Miscreant activity, public agitation, incidents, bad weather like rains & fog, cattle run over, Maoist threats and other law and order problems, road traffic congestion at LC Gates etc.)	2.1
Signal & Telecommunication failures	1
Other Assets failures (Failures related to diesel/electric locomotives, carriage and wagons, OHE/Grid, engineering, signal and telecommunication, electric defects etc.)	2.3
Capacity constraints (Capacity & path constraints, rescheduling of trains)	8.6
Maintenance blocks (Traffic block for asset maintenance works)	0.7
Capacity enhancement works (Blocks for execution of capacity enhancement works and technology up gradation of existing assets of train operations.)	0.9
Other reasons (Trains lost on multiple cause heads & abnormal situations, accidents etc.)	2.9

Railways have initiated various measures inter-alia controlling asset failures, including signal and telecommunication failures, through prioritization of preventative maintenance of assets, tackling of law and order problems jointly with State Governments, decongestion of traffic on Indian Railways network by revision of train timings of about 170 trains including shifting of terminal and diversion of trains. Besides, Eastern and Western dedicated freight corridors have already been sanctioned to segregate corridors for running of goods trains from passenger trains.