

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.609
TO BE ANSWERED ON 02.12.2015**

DELAY IN TRAINS RUNNING FROM THEIR SOURCE STATION

609. SHRI JAGDAMBIKA PAL:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether a large number of trains running in India are delayed from their source station, if so, the details thereof and the reasons therefor;**
- (b) the number of such delays over the past 3 years as compared to the total number of trains being run on the network;**
- (c) whether the Government plans to rectify this problem and if so, the details thereof; and**
- (d) the steps being taken in this regard?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI MANOJ SINHA)

(a) to (d) A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 609 BY SHRI JAGDAMBIKA PAL TO BE ANSWERED IN LOK SABHA ON 02.12.2015 REGARDING DELAY IN TRAINS RUNNING FROM THEIR SOURCE STATION.

(a) & (b) The average number of Mail/Express trains originating over Indian Railways per day for the last 3 years is given below:

Year	Average number of originating trains per day.
2013-2014	1505
2014-2015	1572
2015-2016 (Upto October 2015)	1602

Though punctuality of Indian Railways is recorded and monitored on terminating basis, analysis shows that the following percentage of trains started late from their origin point due to various reasons:

Year	Late start from originating point per day
2013-2014	17%
2014-2015	19%
2015-2016 (Upto October 2015)	17%

During the above period (April 2013-October 2015), 12% of the late starting trains were rescheduled due to late arrival of link trains on account of various factors/failures. Only 11% of total trains starting late had to be rescheduled by more than one hour. The rest started late by less than one hour owing to late

arrival of link rakes and short lie-over between arrival and dispatch of the linked trains.

Late arrival of trains occurred on account of various factors related to Railways internal working as well as external factors of which Railways are not in control of. Other than asset failures, various constraints /difficulties which resulted in late running of trains were 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; multi faceted law and order problems, including public agitations and bandh calls in left wing extremism affected areas, miscreant activities such as theft of Railway assets; mid-section run over cases involving cattle and humans, etc.

(c) & (d) Railways have initiated various measures aimed at improving punctuality by sensitization of staff involved in train operations, controlling asset failures and their down-time, prioritization of preventive maintenance of assets etc. State Governments are being pursued for more effective resolution of law and order related problems.

To ease congestion high priority is also being accorded to making resources available for speedy execution of capacity augmentation works on Railways. The consequent de-congestion of highly saturated routes will enhance systemic capability to run trains more punctually.
