

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1851
TO BE ANSWERED ON 09.03.2016**

LOSSES DUE TO VACANT SEATS

†1851. SHRI DEVJI M. PATEL

Will the Minister of RAILWAYS be pleased to state:

(a) whether 30 to 70 thousand seats remain vacant every year in Durgam Express trains across the country whereas in all other trains seats get booked 3 to 4 months in advances;

(b) if so, the year-wise details of losses incurred by railways due to these seats going vacant during the year 2010 to 2015;

(c) whether in view of the revenue loss being incurred in Durgam trains, the Ministry is considering to convert its technical stoppages into commercial stoppages; and

(d) if so, the details thereof?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI MANOJ SINHA)

(a) & (b): The details of berth potential of Durgam Express Trains, actual passengers travelled, earning potential and actual earning during the period 2010-11 to 2015-16 is Appended. Here it is also stated that the overall average occupancy of Durgam Express Trains and all Mail Express Trains during the last five years is around 90%.

(c) & (d): The policy related to provision of en-route commercial stoppages in Duronto Express trains was reviewed and it has been decided that in certain sub-optimally patronised Duronto Express trains, some operational halts may be converted into commercial halts with a view to improve the patronization of these services. Accordingly, certain operational halts of 23 pairs of Duronto Express trains out of 26 Duronto Express trains running over Indian Railways have been converted into commercial stoppages.

APPENDIX REFERRED TO IN REPLY TO PARTS (a) & (b) of UNSTARRED QUESTION NO. 1851 BY SHRI DEVJI M. PATEL TO BE ANSWERED IN LOK SABHA ON 09.03.2016 REGARDING LOSSES DUE TO VACANT SEATS.

(a) & (b): Summary of Durgam Cheruvu trains occupancy & earnings during the Financial Year 2010-11 to 2015-16 (up to January 2016)

| S. No. | Year | Berth Potential | Actual Passengers | Difference of berth potential and actual passengers | Earnings Potential (in `) | Actual Earnings (in `) | Difference of earnings potential and actual Earnings (in `) |
|--------|------------------------------|-----------------|-------------------|---|---------------------------|------------------------|---|
| 1 | 2010-11 | 3,162,705 | 2,752,196 | 410,509 | 3,085,887,464 | 2,544,883,988 | 541,003,476 |
| 2 | 2011-12 | 4,573,986 | 4,154,144 | 419,842 | 4,735,006,859 | 4,193,855,118 | 541,151,741 |
| 3 | 2012-13 | 7,030,499 | 6,527,415 | 503,084 | 7,349,557,593 | 6,891,493,622 | 458,063,971 |
| 4 | 2013-14 | 7,562,916 | 6,878,359 | 684,557 | 9,255,235,045 | 8,310,743,786 | 944,491,259 |
| 5 | 2014-15 | 7,313,073 | 6,572,696 | 740,377 | 10,530,202,765 | 9,135,979,938 | 1,394,222,827 |
| 6 | 2015-16 (Up to January 2016) | 5,958,494 | 5,408,879 | 549,615 | 8,873,566,420 | 7,686,399,715 | 1,187,166,705 |
