

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.1658
TO BE ANSWERED ON 27.07.2016**

SUPERFAST TRAINS

1658. SHRI PRATHAP SIMHA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways is aware that Superfast trains are running late by three to four hours;

(b) if so, the details thereof during the last three years and the current year, zone-wise along with steps taken or proposed to be taken to ensure punctuality of these trains and do away with superfast charge on late running trains;

(c) whether the Railways proposes to increase the frequency of different trains passing through Karnataka to accommodate the rising number of passengers; and

(d) if so, the details thereof and the time by which the proposal is likely to be implemented?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(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. 1658 BY SHRI PRATHAP SIMHA TO BE ANSWERED IN LOK SABHA ON 27.07.2016 REGARDING SUPERFAST TRAINS

(a) Yes, Madam.

(b) On Indian Railways, punctuality of Superfast Mail/Express trains is calculated on terminating basis (after completion of its journey). The details of Mail/Express trains categorized as Super fast train services that lost punctuality during the last three years and the current year, on terminating basis are as under:

YEAR	Average number of M/Exp trains categorized as Super fast train services terminating per day	Average number of Super fast train services lost punctuality by more than 3 hours per day
2013-14	478	35
2014-15	503	47
2015-16	530	44
2016-17*	539	31

(* upto 20th july 2016)

Broadly, trains lose punctuality on Indian Railways due to factors related to its internal working as well as external factors of which Railways are not in control of. Punctuality performance of Mail/Express trains including Super fast trains, particularly those traversing through quadrilateral routes such as Delhi-Howrah, Delhi-Mumbai, Howrah-Chennai & Chennai-Mumbai corridors and diagonal routes of Delhi-Chennai & Howrah-Mumbai has been adversely impacted as these

sectors are facing severe capacity constraints due to saturated line capacity. Apart from passenger traffic, these routes are intensely being used for carrying freight traffic too. Trains also get delayed due to asset/equipment failures and terminal capacity constraints at some major terminals.

However, external factors which are beyond Railways' control significantly hurt the punctual running of trains and pose a serious challenge on punctuality front. Such constraints being faced by the railways are numerous such as-

- Adverse weather conditions (Fog, heavy rains during monsoon etc.)**
- Intermittent natural calamities such as floods, cyclones, heavy rains.**
- Heavy road traffic at level crossing gates.**
- Multi faceted law & order problem such as bandh calls in left wing extremism affected areas of Bihar & Jharkhand, public agitations related to non-railways factors (Gurjar agitation, Patidar agitation, Dera Sachcha Sauda agitation, Jaat agitation for reservation etc.)**
- Miscreant activity such as theft of railway assets.**

Railways have initiated various measures aimed at improving punctuality of trains over Indian Railways network by sensitization of staff involved in train operations, controlling asset failures and their down-time, prioritization of preventive maintenance of assets, time tabling improvements, better terminal management etc. State Governments are continuously being pursued for more effective resolution of law & order problems.

Apart from the above, medium and long term measures are also being taken for capacity augmentation by way of providing automatic signaling in a phased manner over the Mughalsarai-Kanpur and Bhopal-Jhansi-Mathura-New Delhi sectors, provision of 3rd line corridors in a phased manner over Mughalsarai-Allahabad, Aligarh-Ghaziabad, Mathura-Palwal-New Delhi and Bhopal-Bina sectors, providing Low Height Subways (LHS) and Road Over Bridges (ROBs) on congested routes for eliminating level crossing gates, execution of Eastern and Western dedicated freight corridors etc.

These steps collectively will, to some extent, enhance the systemic capability to run trains more punctually.

Superfast surcharge is levied for travel by certain trains whose average speed on the entire run in both Up and Down direction is minimum 55 kmph on Broad Gauge and 45 kmph on Metre Gauge and is not linked with occasional late running of trains due to circumstances beyond Railways' control. At present, there is no proposal to withdraw superfast surcharge on late running of trains.

(c) No, Madam.

(d) Does not arise.
