

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

STARRED QUESTION NO:158  
ANSWERED ON:17.07.2014  
LATE RUNNING OF TRAINS  
Yadav Shri Jay Prakash Narayan

**Will the Minister of RAILWAYS be pleased to state:**

- (a) whether the Railway is aware that a number of trains are regularly running late causing inconvenience to the passengers and if so, the details of such trains;
- (b) whether the Railway has assessed the reasons for late running of trains and if so, the details thereof;
- (c) whether the Railway regularly monitors the arrival/departure of trains so as to assess the extent of delay and if so, the details thereof; and
- (d) the steps taken/being taken by the Railways to ensure punctuality of trains?

**Answer**

MINISTER OF RAILWAY (SHRI D.V. SADANANDA GOWDA)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO. 158 BY SHRI JAI PRAKASH NARAYAN YADAV TO BE ANSWERED IN LOK SABHA ON 17.07.2014 REGARDING LATE RUNNING OF TRAINS

(a) & (b) Yes, Madam. While Railways continuously monitor the punctuality of passenger carrying trains, right from the time they commence their journey till they terminate, at the Divisional, Zonal and Board level, it also assesses the extent of delay and takes effective remedial steps, both short and long term to control the factors which impede the running of trains.

Running trains as per schedule is governed by a variety of factors, many of which fall within the purview of railway working and others on which Railways have little or no control. The former relate to reliability of assets, time-tabling, constraints of line capacity and terminal capacity, non-availability of surplus stock for controlling rescheduling of trains etc, the latter concerns delays due to grid failures, cattle run over cases, public agitations, bandhs, bad weather (including fog), miscreant activity (including alarm-chain pulling), running of unscheduled pilots ahead of Mail/Express trains in areas having law and order problems etc. Occurrences of some of factors mentioned above have a cascading impact on the movement of trains especially on saturated sections and delay the movement of all subsequent trains.

As the individual train wise details would be too voluminous, a summarized comparative position of the cause-wise analysis of major factors affecting punctuality leading to a delay in train running for the years 2013-14 & 2012-13 (Table 1) and details of duration-wise delays in June, 2014 (Table 2) is given below :

Table 1 :

Factors	2013-14		2012-13	
	No. of trains lost	% share of total trains lost	No. of trains lost	% share of total trains lost
Beyond railways control (Alarm chain pulling, Miscreant activity, agitation, unusual incidents including accidents, bad weather like fog, cattle run-over, law and order, LC Gate, others)	26287	28.7	30503	29.2
Asset failures (Failures related to Diesel/ electric locomotives, carriage and wagon, OHE/Grid, Engineering, Signal &	16326	17.8	21625	20.7

Telecom, electric defects etc.)  
 Other than above 48887 53.4 52321 50.1  
 (Including line capacity constraints, congestion resulting from asset failures/traffic surges, regulation due to accidents, maintenance blocks for electrification, non-interlock working, track/bridge repairs, new works/construction etc.)

It will be seen from the table given above that there has been a reduction in both categories of factors in 2013-14 over 2012-13 which has led to an improvement in punctuality in 2013-14 over 2012-13 as given below:

Table 1.1 :

Year	No. of M/E trains run per day	% increase in no. of trains per day	Punctuality achieved (%)	% improvement in Punctuality
2011-12	1348	-	74.86	-
2012-13	1430	6.08	79.42	4.56
2013-14	1505	5.24	82.67	3.25

Table 2 :

Delay duration in minutes	? Less than 60 minutes	Above 60 minutes
Ratio of delayed trains to total trains run per day	1%	15%

Most of these trains undergoing delay incidentally pass through the oversaturated and critical trunk routes. Train delays become accentuated on these sections, mainly because there are no dedicated tracks for passenger services and any turbulence in the system immediately has a cascading impact on train operations in general and passenger-carrying trains in particular which are time-sensitive.

(c) & (d) Railways, in general, accord a very high priority to the punctual running of trains. The Indian Railways have put in place the IT enabled Integrated Coaching Management System (ICMS) which helps the online monitoring of punctuality of passenger carrying trains. This module consists of Punctuality Analysis and Monitoring (PAM) and Coaching Operation Information System (COIS) which continuously monitors the running of trains, thus enabling the Zonal Railways to take prompt decisions in according priorities in train movement, making-up time on run of delayed trains, ramping up resources at terminals to reduce rescheduling of trains arriving late on account of delayed running, training and counseling of supervisors and loco crew, monitoring of alertness of field staff through punctuality drives etc.

Improving train operations is a continuous endeavour on Indian Railways. With a view to controlling the impediments which lead to train delays, concrete steps have been taken by way of completing infrastructural works in over-saturated sections – doubling, third/fourth line, additional loop line, platforms, signalling improvements like – automatic signalling, panel interlocking/RRI installations, replacing token system to token less system of block working, railway electrification for seamless working, rationalizing the existing time table – revisiting the dwell time at stoppages, adjustment of time amongst Zonal Railways to accommodate additional stoppages/speed restrictions/new infrastructural works etc. In addition, resources are mobilised to replace Level Crossing gates by low-height sub-ways and reaching out to State Governments in obtaining their acceptance for construction of Road Over Bridge (ROB) and Road Under Bridge (RUB) in lieu of these gates. In this pursuit, 162 doubling projects (Rs. 32,708 crore), 43 gauge conversion (Rs. 19,170 crores) and 155 new line projects (Rs. 1, 22,548 crores) and 703 traffic facility works - like construction of new terminals, augmentation of existing terminals, bye-passes etc. (Rs 5247 crores) are already sanctioned. Thus, in the long term, completion of these works, which would depend on the availability of funds, will further streamline train operations which will in turn benefit running of trains to their schedules. In addition, the operation of eastern and western dedicated freight corridors will ease out line capacity constraints on existing routes and these are likely to further improve punctuality in Indian Railways.