

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:1177
ANSWERED ON:17.07.2014
SPEED AND FREQUENCY OF TRAINS
Ajmal Maulana Badruddin;Karandlaje Km. Shobha

Will the Minister of RAILWAYS be pleased to state:

- (a) the speed criteria to consider a train as superfast;
- (b) whether the Railways are aware that Superfast Trains are running late by five to six hours;
- (c) if so, the details thereof for 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;
- (d) whether Railways proposes to increase the frequency of different trains passing through Karnataka to accommodate the rising number of passengers; and
- (e) 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 MANOJ SINHA)

(a) Passenger carrying trains having an average speed of 55 kmph or more on Broad Gauge and 45 kmph or more on Metre Gauge on origin-destination basis are classified as superfast trains.

(b) & (c) Despite best endeavours of Indian Railways to run trains, including superfast trains, to time, trains including superfast trains, at times, do run late. While Indian Railways do maintain a list of trains running late through the computer based Integrated Coaching Management System (ICMS), list of superfast trains running late by 5-6 hours, thereby forcing them to lose their superfast character, is not maintained, at present, as it does not form a part of ICMS reporting.

Indian Railways, with a view to improve the punctuality of train, monitors the running of all superfast and non-superfast trains at divisional, zonal and Board level. However, occasions do arise when trains including superfast, get delayed due to factors beyond Railway's control like law and order, natural calamities, grid failure, fog, accidents, etc. and certain factors relating to Railway operations like asset failures, rescheduling, maintenance blocks, infrastructural works in progress, etc.

Action both long term and short term are initiated to improve punctuality by sensitising the static and dynamic staff involved in train operations, so that trains make up time on run, asset failures are corrected in the shortest possible time and preventive maintenance is given priority. Resources are allocated to improve the infrastructure by initiating traffic facility works and terminal works especially on saturated routes to surmount the impediments that affect punctuality. In the event of late running of a superfast train by more than three hours, if a passenger does not want to undertake his journey, no cancellation fees or clerkage charges is levied and full fare including superfast surcharge is refunded to the passengers subject to the condition that the ticket is surrendered up to the actual departure of the train and in case of e-tickets, the TDR is filed online before the actual departure of the train. At present, there is no proposal to do away with superfast surcharge due to late running of superfast trains.

(d) & (e) Indian Railways do not run trains on state-wise basis, as railway network runs across State boundaries. As per the announcement made in interim Railway Budget and Railway Budget 2014-15, 5 pairs of premium train services, 19 pairs of other train services and 3 pairs of increase in frequency of existing trains services would cater to the need of passengers of Karnataka. The trains announced in Railway Budget are introduced during the course of financial year.