

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 2368  
TO BE ANSWERED ON 26.12.2018**

**PASSENGER AND COACHING SERVICES**

**2368. DR. HEENA VIJAYKUMAR GAVIT:  
SHRIMATI SUPRIYA SULE:  
SHRI SATAV RAJEEV:  
SHRI DHANANJAY MAHADIK:  
DR. J. JAYAVARDHAN:  
SHRI P.R. SUNDARAM:  
SHRI MOHITE PATIL VIJAYSINH SHANKARRAO:**

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

- (a) whether it is true that the Railways is not able to meet its operating cost of passengers and other coaching services;**
- (b) if so, the reasons therefor along with the details of operating cost of passenger services, zone-wise/State-wise;**
- (c) whether the profit earned from freight services is used to compensate the loss of passenger and coaching services;**
- (d) if so, the reasons why the Government was unable to improve this deterioration of finances of passenger and coaching services;**
- (e) the zone-wise/State-wise details of the steps taken/being taken by the Government to improve passenger earning relative to expenditure, and thus improve operating ratio, year-wise since 2014; and**
- (f) the zone-wise/State-wise details of the percentage of railway budget spent on passenger and coaching services, year-wise since 2014?**

**ANSWER**

**MINISTER OF STATE IN THE MINISTRY OF RAILWAYS**

**( SHRI RAJEN GOHAIN )**

**(a) to (f): A Statement is laid on the Table of the House.**

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF UNSTARRED QUESTION NO. 2368 BY DR. HEENA VIJAYKUMAR GAVIT, SHRIMATI SUPRIYA SULE, SHRI SATAV RAJEEV, SHRI DHANANJAY MAHADIK, DR. J. JAYAVARDHAN, SHRI P.R. SUNDARAM AND SHRI MOHITE PATIL VIJAYSINH SHANKARRAO TO BE ANSWERED IN LOK SABHA ON 26.12.2018 REGARDING PASSENGER AND COACHING SERVICES**

**(a) & (b): Yes, Madam. Indian Railways carry out certain transport activities which are uneconomic in nature and are carried out in the larger interest of the country. Zone-wise details of operating cost of coaching services for the year 2016-17 are as under:**

<b>S.No.</b>	<b>Zonal Railways</b>	<b>Operating cost ( ₹ in crore)</b>
<b>1.</b>	<b>Central</b>	<b>8313</b>
<b>2.</b>	<b>Eastern</b>	<b>7973</b>
<b>3.</b>	<b>East Central</b>	<b>4837</b>
<b>4.</b>	<b>East Coast</b>	<b>2520</b>
<b>5.</b>	<b>Northern</b>	<b>13891</b>
<b>6.</b>	<b>North Central</b>	<b>4936</b>
<b>7.</b>	<b>North Eastern</b>	<b>4914</b>
<b>8.</b>	<b>North East Frontier</b>	<b>4631</b>
<b>9.</b>	<b>North Western</b>	<b>4267</b>
<b>10.</b>	<b>Southern</b>	<b>8851</b>
<b>11.</b>	<b>South Central</b>	<b>7100</b>
<b>12.</b>	<b>South Eastern</b>	<b>3908</b>
<b>13.</b>	<b>South East Central</b>	<b>2147</b>
<b>14.</b>	<b>South Western</b>	<b>3351</b>
<b>15.</b>	<b>Western</b>	<b>7739</b>
<b>16.</b>	<b>West Central</b>	<b>3866</b>
<b>17.</b>	<b>Metro Railway</b>	<b>554</b>

**(c) & (d): Yes, Madam. Indian Railways being the major transport carrier of the country bear a Social Service Obligation towards the society by providing certain services below their cost of operation in the interest of common men. Railways therefore have to fine tune between the need to maintain its financial viability and its commitments to society at large. This places certain curbs on the commercial freedom of Indian Railways in the matter of pricing and elimination of uneconomic operation and services.**

**(e): Improvement in passenger earnings is an ongoing exercise which is attempted through targeting higher passenger traffic and rationalisation of fare. Passenger earnings are only a part of the total traffic earnings of Railways which impacts the operating ratio of Indian Railways. Improvement in operating ratio of Railways is attempted through maximisation of total traffic earnings and minimisation of working expenses of Railways. Indian Railways continuously strive to enhance passenger earnings across all Zonal Railways through various measures like:-**

- i. The concept of Premium Tatkal Quota has been introduced with effect from 01.10.2014 on dynamic fare.**
- ii. The concept of special trains on special charges (10% higher for second class reserved and 30% higher for other classes) have been introduced on higher fares from May 2015.**
- iii. From 01.07.2015 the concept of Suvidha specials have been introduced on variable fare structure.**
- iv. Minimum fare for second class over non-suburban section has been increased from ₹ 5 to ₹ 10 from 22.11.2015.**
- v. Increase in the passenger fare by 14.2% in all classes except in second class single journey tickets upto 80 kilometres over suburban sections with effect from 25.06.2014.**
- vi. Rationalization of tatkal fare scheme with effect from 25.12.2015.**
- vii. Flexi fare scheme has been introduced in Rajdhani, Shatabdi and Durgam Cheruvu trains with effect from 09.09.2016.**
- viii. 10% discount on vacant berths/seats after preparation of first chart is granted in all reserved trains with effect from 01.01.2017.**
- ix. Discounted fare in Shatabdi trains over 4 sections viz. Bengaluru-Mysuru, Mysuru-Bengaluru, Ahmedabad-Vadodara and Jalpaiguri-Malda Town.**
- x. To facilitate second class passengers, sleeper class coaches running underutilized have been de-reserved over certain sections as second class unreserved on second class fare.**
- xi. After successful implementation in 5 pairs of trains over Bengaluru-Mysuru-Bengaluru section (both earnings and occupancy increased) the powers have been delegated to zonal**

**Railways to declare AC-3tier coaches (running vacant/in locked condition on particular section) as AC chair Car on particular section on AC chair Car fare.**

- xii. Running of special trains during festivals/holidays on special charges, Suvidha trains with higher fare.**
- xiii. Augmentation of on-board capacity by attachment of additional coaches.**
- xiv. Extension of Alternate Train Accommodation Scheme of VIKALP scheme on all trains to provide confirmed accommodation to waitlisted passengers.**
- xv. Streamlining of Computerised Passenger Reservation System to facilitate timely preparation of Reservation Charts and transfer of vacant berths to next remote location.**
- xvi. Increase in berths earmarked for RAC passengers.**
- xvii. Organising intensive ticket checking drives, including fortress checks, etc. to discourage ticketless travel.**

**(f): Indian Railways Budget allotments to zones are not made separately for passenger/coaching services and for freight services.**

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