

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
STARRED QUESTION NO. 239  
TO BE ANSWERED ON 04.12.2019**

**PERFORMANCE ANALYSIS OF TEJAS**

**\*239. DR. T.R. PAARIVENDHAR:  
SHRI CHANDRA SEKHAR SAHU:**

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

- (a) whether the Indian Railways has made any analysis to find out the performance of Tejas Express so far and if so, the details thereof along with the details of operational expenditure and earning of Tejas Express so far;**
- (b) whether the privatized Delhi-Lucknow Tejas Express has earned around Rs. 90 lakhs in the first month of privatization and if so, the details thereof;**
- (c) whether the Government has also examined the factors and analysed the reasons and methods of operation by a private firm that are responsible for such profit *vis-a-vis* the other passenger trains of Indian Railways which are not earning to that extent and if so, the details and the outcome thereof;**
- (d) whether the average occupancy of private trains is much higher than the other trains run by the Indian Railways and if so, the facts thereof;**
- (e) the average amount for private trains fixed for utilization of Indian Railways infrastructure along with the share of profit and fees to be paid by the private players for using Indian Railways capital and infrastructure; and**
- (f) whether such operational system is proposed to be implemented in other trains across the country for smooth functioning without loss to the Government and if so, the details thereof?**

**ANSWER**

**MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY  
(SHRI PIYUSH GOYAL)**

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

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF STARRED QUESTION NO. 239 BY DR. T.R. PAARIVENDHAR AND SHRI CHANDRA SEKHAR SAHU TO BE ANSWERED IN LOK SABHA ON 04.12.2019 REGARDING PERFORMANCE ANALYSIS OF TEJAS**

**(a) & (b): Two pairs of Tejas Express trains i.e. 22119/22120 Mumbai CSMT-Karmali and 22671/22672 Chennai Egmore-Madurai have been running on Indian Railways. The third Tejas Express train which is being operated by Indian Railways Catering and Tourism Corporation (IRCTC) on the New Delhi-Lucknow sector, has commenced its service w.e.f. 04.10.2019. During the period 04.10.2019 to 31.10.2019, IRCTC has earned an approximate amount of ₹7.73 lakh by operation of the said Tejas Express. The provisional figures, as per the unaudited statement of revenue and expenditure for the said period of operation, are as under:**

<b>Head</b>	<b>Unaudited figures (₹in lakh)</b>
<b>Revenue(R)</b>	<b>447.04</b>
<b>Expenditure(E)</b>	<b>439.31</b>
<b>Operational Earning( R-E)</b>	<b>07.73</b>

**As per the terms and conditions, the mid-term review of the IRCTC operated Tejas train mentioned above, is due after the expiry of one year.**

**(c): Indian Railways offers various kinds of train services to cater the need of a diverse set of passengers. Trains like Gatimaan Express, Vande Bharat Express, etc. are provided with augmented facilities and are popular among the premium segment. Trains like Rajdhani Express, Durgam Express, Shatabdi Express etc. offer fully reserved accommodation and facilitate the long distance and inter-city passengers. Further, other Mail Express trains and Antyodaya trains**

are operated for the benefit of general passengers including those travelling on unreserved tickets. The fare of Sleeper and Second Class is highly subsidised and as a part of its Social Service Obligation, fare concessions are offered to various categories like Senior citizens, freedom fighters, Students, Divyangjans etc. even in the reserved classes. Consequently, on an average, Indian Railways recovers only 57% of cost of travel. The scope and scale of trains operated over Indian Railways, which carries about 23 million passengers on a daily basis cannot currently be compared with the New Delhi-Lucknow Tejas Express being operated by IRCTC, in which fare is generally higher as compared to similar services on Indian Railways and no concession is admissible. However, systemic improvements over Indian Railways is a continuous and an ongoing process.

(d): The average occupancy of New Delhi-Lucknow Tejas Express being operated by IRCTC from 04.10.2019 to 31.10.2019 was around 62% while the average occupancy of 12003/12004 New Delhi-Lucknow Shatabdi Express, running on the same sector, is about 100%. However, the two categories of trains differ in terms of fare structure, journey time, composition, value added services etc.

As far as occupancy of trains over Indian Railways is concerned, the occupancy of trains is not uniform and it varies across different sectors and seasons. During the financial year 2018-19, the average occupancy of trains (on an end to end basis) being operated by Indian Railways ranged between 70% to 100%.

**(e): As per extant terms and condition, in case of New Delhi-Lucknow Tejas Express, IRCTC pays applicable haulage charge and charges for custody of the rolling stock.**

**(f): Indian Railways have authorized Indian Railway Catering and Tourism Corporation (IRCTC) to operate 2(two) Tejas Train services on New Delhi-Lucknow and Ahmedabad-Mumbai sectors, on a pilot basis. At present, there is no proposal to hand over additional Tejas services to IRCTC. Government has constituted a Group of Secretaries (GoS) inter-alia to permit private train operators to operate 150 trains with world class technology over Indian Railways. The GoS has held four meetings so far. However, the details and modalities in this regard, have not been finalised.**

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