

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO. 50
TO BE ANSWERED ON 23.07.2025**

REDUCTION OF UNRESERVED COACHES IN TRAINS

***50. MS. S JOTHIMANI:
SHRI SACHITHANANTHAM R:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of unreserved coaches reduced in various trains across different railway zones during the last two years, zone-wise along with the reasons for such reduction;**
- (b) the details of the number of passengers who travelled in unreserved coaches during the last five financial years ending 31st March 2025;**
- (c) the number of unreserved passengers got affected due to such reduction and the alternative arrangements, if any, made to accommodate them;**
- (d) whether the Government has conducted any study on the demand for unreserved travel; and**
- (e) if so, the details thereof and if not, the reasons therefor?**

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF LOK SABHA STARRED QUESTION NO. 50 TO BE ANSWERED ON 23.07.2025

(a) to (e) No Sir, Railways have significantly increased the facilities for passengers demanding general class travel. During the last financial year 2024-25 alone, 1250 general coaches have been utilised in various long-distance trains.

The percentage of non-AC coaches has significantly increased to about 70% as detailed below:

Table 1: Distribution of coaches:

Non-AC coaches (general and sleeper)	~57,200	~70%
AC coaches	~25,000	~30%
Total coaches	~82,200	100%

Due to higher availability of general coaches, the number of passengers traveling in general/ unreserved coaches has shown an increasing trend as shown below:

Table 2: Passengers in general/unreserved coaches:

Year	No. of Passengers
2020-21	99 Cr (Covid year)
2021-22	275 Cr (Covid year)
2022-23	553 Cr
2023-24	609 Cr
2024-25	651 Cr

The number of seats available for non-AC passengers has also increased over the years. The current composition is as follows:

Table 3: Distribution of seats:

Non-AC seats	~ 54 lakhs	~ 78%
AC seats	~ 15 lakhs	~ 22%
Total	~ 69 lakhs	100%

Given the above data, it is clear that Indian Railways is committed to the low and middle income families who prefer railways as an affordable means of transportation.

Railways have developed a fully non-AC modern train named as Amrit Bharat express. Already 14 services are in operation. These modern trains have advanced features like Semi-automatic couplers for jerk free travel, horizontal sliding windows, foldable snack tables and bottle holders, mobile holders etc. These trains comprise 8 Sleeper Class coaches and 11 General Class coaches.

To provide greater accommodation for the passengers using General and non-AC Sleeper Coaches, the extant policy regarding composition of Mail/Express trains provides for 12 (Twelve) General class & Sleeper class non- AC coaches and 08 (eight) AC-Coaches, in a train of 22 coaches, thereby providing greater accommodation for the passengers using General and non-AC Sleeper Coaches.

Further, to cater to the needs of passengers desirous of availing unreserved accommodation, Indian Railways (IR) operate unreserved

non-AC passenger trains/ MEMU / EMU etc. for affordable travel, which are in addition to the unreserved accommodation (coaches) available in Mail/Express services.

Development of Amrit Bharat Express trains, manufacturing of MEMU trains, and increasing the share of general coaches clearly shows that Indian Railways is catering effectively to the demand for travel in general class.

Over and above the current high share of non-AC coaches (~70% of total coaches), Railways is executing a special manufacturing programme for 17,000 non-AC general/sleeper coaches over the next 5 years.

Therefore, it is not correct to say that railways have reduced the number of general coaches.
