

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

STARRED QUESTION NO:429
ANSWERED ON:22.12.2005
OCCUPANCY PATTERN OF TRAINS
Singh Shri Sugrib

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways maintain any data showing occupancy and earnings of individual trains;
- (b) if so, the number of the trains running with low occupancy during 2003-04 and 2004-05, Zone-wise;
- (c) the reasons for low occupancy of such trains;
- (d) the remedial measures taken by the Railways in this regard; and
- (e) the steps taken for realization of optimum benefits from operation of such trains by Railways ?

Answer

MINISTER OF RAILWAYS (SHRI LALU PRASAD)

(a) to (e): A statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 429 BY SHRI SUGRIB SINGH TO BE ANSWERED IN LOK SABHA ON 22-12-2005-REGARDING OCCUPANCY PATTERN OF TRAINS.

(a) & (b) : Out of approximately 9000 passenger carrying trains running daily on Indian Railways, about 4000 are Electrical Multiple Unit (EMU) trains which have a set pattern of occupancy i.e. running over-occupied during peak hours with a much lower occupation level during off-peak. Of around 1500 Mail/Express trains, about 10% to 15% on an annual average basis remain at a low occupation level (below 30% of the capacity) in the reserved segment. The remaining around 3500 ordinary passenger trains with predominantly unreserved segment are generally occupied over 30%.

(c) Trains running on popular and convenient timings with lesser stoppages and running time are generally well patronized and also experience waiting list almost throughout the year. However, other trains not having these features are chosen by passengers for travel only as a second alternative and are, therefore, not fully patronized. The extent of patronization differs from train to train depending upon peak and lean periods as well as various factors mentioned above. Another reason for less patronization of trains is the availability of convenient and fast road networks in some sectors e.g. highways and expressways, which are getting developed rapidly in different parts of the country encouraging the use of personal vehicles, buses etc. more & more.

(d) & (e): The various steps which are being taken to improve the occupancy of less patronised trains are as under: -

- 1) Introducing fast services and reducing running time of existing trains;
- 2) Making the timings of trains more convenient, if possible
- 3) Studying the profiles of trains through Passenger Profile Management (PPM) project to make necessary modifications like re-distribution of reservation quota, augmentation/reduction of load of train etc.
- 4) Introducing new type of trains catering to specific requirements of passengers.
- 5) Cancellation of poorly patronised trains.