

Audit of train operators for late running of trains

1080. DR. CHANDAN MITRA: Will the Minister of RAILWAYS be pleased to state:

- (a) whether Railways have conducted any audit of train operations so far, to address the perennial problem of late running of trains on certain sections;
- (b) if so, the details thereof along with its outcome;
- (c) the sections which account for maximum late running of trains, zone-wise; and
- (d) the fresh steps taken by Railways to improve their over all performance, including arresting the declining trend in passengers and freight traffic?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) No, Sir. However, Railway is in the process of getting the audit of train operations conducted particularly over Mughalsarai-Allahabad-Kanpur-Ghaziabad section of Allahabad division of North Central Railway primarily due to major operational problems resulting in late running of passenger carrying trains in the above section.

(c) On Indian Railways, trains delays have been felt most on Mughalsarai-Allahabad-Kanpur-Ghaziabad-Delhi sector, which is facing severe capacity constraints with line capacity utilization being 150%. This sector connects the northern parts of the country to the rest of India and deals with not only passenger traffic but also freight traffic including raw materials, coal, Petroleum products, food grains, fertilizer, steel, export-import oriented container traffic etc. A number of steps have been taken to improve the punctuality of Mail Express trains on this route which has improved the Punctuality position of North Central Railway as a whole to almost 50% in February 2016 from 42% [cumulative for the financial year 2015-2016 (upto February, 2016)].

(d) Various measures have been taken by the Railways to arrest the decline in passenger traffic including the following:

- (i) Augmentation of on-board capacity by attachment of additional coaches, running of special trains during festivals and holidays, running of suvidha trains etc.
- (ii) Organizing intensive ticket checking drives including fortress checks etc.
- (iii) Augmentation of ticket selling capacity through operation of Automatic Ticket Vending Machines (ATVM), Cash-Coin and Smart Card Operated Ticket Vending Machines (CoTVM), Mobile Ticketing, utilizing the services

of ticketing agents like Jan Sadharan Ticket Booking Sewaks (JTBS), Station Ticket Booking Agents (STBA), Yatri Ticket Suvidha Kendre (YTSK) etc. Following steps have been taken by Railways to improve freight performance:

- (i) Increasing the axle load for carrying additional traffic per wagon. Length of freight trains has also been increased to carry more traffic per train.
- (ii) Use of extensive computerization in freight operations to improve monitoring and improve utilization of assets.
- (iii) Deployment of higher capacity locomotives and higher capacity wagons.
- (iv) Improvement in maintenance practices of wagons and locomotives resulting in increased availability of rolling stock for traffic use.
- (v) Improvement of track and signaling to carry the higher volume of traffic.
- (vi) With a view to reduce empty running of rakes, Automatic Freight Rebate Scheme for traffic loaded in Traditional Empty Flow Directions has been introduced with effect from 25.06.2015, wherein rakes loaded in the notified empty flow directions are charged at concessional rates to attract traffic.

Seizure of passenger train by farmers of Chitradurga, Karnataka

1081. DR. PRABHAKAR KORE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that farmers from Chitradurga, Karnataka, recently seized five-coach passenger train after a local court ordered the confiscation for the railway department's failure to compensate the farmers, whose land was acquired by Railways; and

(b) if so, the reasons for unreasonable 25 years' delay in the payment of compensation, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) Attachment Warrants were issued by the Hon'ble Civil Court at Chitradurga and subsequent seizure of train has been got re-called on the same day.

The case pertained to land acquired for Chitradurga-Rayadurga new broad gauge line project during 1985-1991. As land acquisition was done by State Government, Land Acquisition Officer of Government of Karnataka had disbursed compensation. However, land losers had filed cases during 2002 before the Hon'ble Civil Court at Chitradurga