

**Press release**

**C&AG's Audit Report No. 17 of 2018 on 'Augmentation of Station Line Capacity on selected stations in Indian Railways' tabled in Parliament today.**

Comptroller and Auditor General of India's Report No.17 of 2018 - Union Government (Railways) for the year ended March 2017 on 'Augmentation of Station Line Capacity on selected stations in Indian Railways' has been tabled in Parliament.

Indian Railways is one of the world's largest railway networks in the world comprising 121,407 km of track over a route of 67,368 km and 7,349 stations. In 2016-17, Indian Railways carried 22.24 million passengers per day and operated 13,329 passenger trains every day. With a view to handle the growing demand for Passengers and Goods traffic, the existing level of traffic facilities at Stations/Terminals are subject to continued process of up-gradation and augmentation. Decongested line at a station is largely dependent on factors like adequate number and length of platforms and tracks, proper interlinking of tracks, adequate lines for stabling and maintenance of passenger trains and obstacle free movement of trains without any permanent speed restrictions. Line congestion not only results in detention of trains and loss of punctuality, but also results in sub-optimal use of rolling stock. Detention of trains ultimately results in poor quality service to the passengers.

The Audit was conducted with an objective to assess whether the available infrastructure at selected stations is adequate for handling the present and expected traffic load, what is the impact of deficiencies in the existing infrastructure on smooth and efficient running of trains and whether adequate and effective steps have been taken for identifying and addressing the bottlenecks in handling traffic load on these stations. Fifteen stations in ten Zonal Railways falling on the routes with heavy passenger traffic were selected as sample for audit.

**Major Audit Findings**

- Important activities such as providing platform with adequate length for facilitating easy boarding/de-boarding of passengers travelling in trains with longer lengths, providing adequate facilities for stabling and maintenance of trains on stations, adequate yard capacity, etc. significantly contribute in timely arrival and departure of trains on the platforms. Audit observed that these activities are not part of any of the stations development/redevelopment plans. The station development/re-development plans mainly address on facilities for the passengers on the station premises and facade of stations only and not on removing constraints and bottlenecks for ensuring timely arrival and departure of trains to/from the stations, which should be one of the most important parameter of the quality of service being provided to the passengers.

**(Para 2.1)**

- Over a period of time there has been a significant increase in number of trains handled per day in the 15 selected stations. However, the infrastructure such as platforms, washing pit lines and stabling lines at the stations were not augmented according to increase in number of trains handled on these stations. Audit reviewed the data of number of trains handled, platforms, washing pit lines and stabling lines in respect of these station for March 2007, March 2012 and March 2017 and observed that infrastructure such as platforms, washing pit lines and stabling lines at the stations were not augmented according to increase in number of trains handled on these stations over a period of time.
- Non-availability of adequate number of washing pit lines and stabling lines was one of the reasons for detention of terminated trains at the platforms awaiting shift to stabling/washing pit lines and late start of originating trains from the stations after maintenance. Absence of adequate number of platforms was one of the important reason for detention of trains at the preceding station/outer signal.
- Of the 2436 trains handled by the selected 15 stations as of March 2017, 638 trains are being run with 24 or more coaches every day. However, on the selected 15 stations, out of 164 platforms, 100 platforms have the capacity to handle trains with 24 or more coaches. Due to absence of adequate capacity of platforms, trains with higher number of coaches had to be handled on platforms of shorter lengths, which led to inconvenience to passengers in boarding and de-boarding trains. Out of 79 pit lines and 63 stabling lines, only 35 pit lines and 20 stabling lines have the capacity to handle trains with 24 or more coaches. This increased the time taken for maintenance of trains and impacted punctuality.

**(Para 2.2)**

- Due to non-availability of path (platform/line), the trains have to wait at outer signal or the adjacent station until the platform is vacated by pre-occupied trains. Audit analysed the data for March 2017, and observed significant detentions to trains at the selected stations.

<b>Table 3 – Average Detention per train on account of various reasons during March 2017 (in minutes)</b>								
<b>Station</b>	<b>Number of originating/terminating trains per day</b>	<b>No. of trains passing through</b>	<b>Detention at adjacent stations/outer stations for Goods trains</b>	<b>Detention at adjacent stations/outer stations for coaching trains</b>	<b>En route detention of coaching trains from outer signal/adjacent station to the selected station</b>	<b>Detention at platforms (excess stoppage than the prescribed period) of coaching trains</b>	<b>Detention at platform (after termination of train) (beyond 30 minutes) of coaching trains</b>	<b>Detention of coaching trains due to late start of trains from stations</b>
Patna	100	59	29	19	11	14	28	46
Mughalsarai	28	112	21	20	18	10	16	30
New Delhi	166	76	0	25	14	15	0	16
Delhi	186	77	0	24	18	13	0	23
Kanpur Central	25	303	100	19	7	10	60	66
Allahabad	18	172	31	23	6	17	102	60
Mathura	10	180	34	15	13	7	26	74
Howrah	104	3	7	9	7	10	33	20
Jaipur	43	54	91	19	7	8	32	39
Bhopal	26	132	33	0	17	8	0	12
Itarsi	14	146	43	8	11	10	21	46
Ahmedabad	84	58	28	0	6	7	56	10
Vijayawada	72	122	75	24	10	11	21	21
Chennai Central	138	19	0	17	4	0	44	6
Nagpur	20	102	59	22	6	12	60	28

- Passenger trains were detained for more than 15 minutes per train in all the selected stations except Howrah, Bhopal, Itarsi and Ahmedabad. At these stations, the trains were detained between 15 to 25 minutes per train.
- The detention of goods trains were significantly higher and was from 21 to 100 minutes per goods train on all the selected stations except Delhi, New Delhi, Howrah and Chennai Central.
- Passenger trains were also detained *en route* for more than 10 minutes from outer signal/adjacent station, before reaching Patna, Mughalsarai, New Delhi, Delhi, Mathura, Bhopal and Itarsi.
- Passenger trains were also stopped beyond their stoppage time at the selected stations for than 10 minutes at Patna, New Delhi, Delhi, Allahabad, Vijayawada and Nagpur.
- Passenger trains were started late from the selected stations by more than 15 minutes and up to 74 minutes at all the selected stations except, Bhopal, Ahmedabad and Chennai Central.

**(Paras3.1 to 3.6)**

Some of the station-specific audit findings are given below:

- At Allahabad, while Cheeki station has been developed as a terminal station and some of the trains shifted to that station, other alternative stations (Subedarganj and Naini) were yet to be developed.

**(Para 4.1)**

- Kanpur Central station handles around 328 trains per day. Only five out of 10 platforms have the capability to handle trains with more than 24 coaches. Due to inadequacy of platform length, trains having more coach capacity had to be stopped at the platforms with lesser coach capacity.

**(Para 4.2)**

- Mathura Junction station handles around 190 trains per day. Only five of 10 platforms have the capability to handle trains with more than 24 coaches. There were no proposal for construction of new station/terminal nearby to decongest the Mathura station.

**(Para 4.3)**

- At Mughalsarai station, only four out of eight platforms have the capacity to handle trains with 24 or more coaches. The work 'All platform 24 coaches at Mughalsarai' was awarded in May 2012, which is yet to be completed.

**(Para 4.5)**

- Chennai Central (MAS), a terminal station, on an average handles around 157 trains per day and Suburban terminal (MASS) on an average handles around 215 to and fro trains per day. Although MAS and MASS handles train services from different corridors, exclusive tracks were not available for each direction of traffic from Chennai Central, as all these lines physically converge at Basin Bridge Junction located 2.2 kms away from Chennai Central, forming a bottleneck.

**(Para 4.9)**

- At Howrah station, out of the total 22 platforms, only 10 platforms have the capacity to handle trains with 24 or more coaches. A work, 'New Platform no. 24 at Howrah' was sanctioned in the year 2015-16, but detailed estimate was yet to be finalized.

**(Para 4.10)**

- New Delhi stations handles around 242 trains and Delhi station handles 263 trains per day. During the last three years, the number of trains handled has increased by 14 on each of these two stations. At Delhi station, out of 16 platforms, only five can handle trains with 24 or more coaches. To ease the congestion of New Delhi and Delhi stations, Anand Vihar Terminal was developed (Phase I – three platforms in 2009 and Phase II – four platforms in 2015).

**(Para 4.13)**