

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 2785
TO BE ANSWERED ON 05.08.2026**

OVER UTILISATION OF ROHA-MADGAON SECTION

2785. SHRI ARVIND GANPAT SAWANT:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government is aware that the Roha-Madgaon section of the Konkan Railway is operating at an acute capacity utilization of approximately 168 per cent causing severe year- round waitlists and if so, the details thereof;**
- (b) whether Central Railway has received representations regarding the immediate coach augmentation of major passenger trains on this route to their maximum permissible limit (potentially adding 45 coaches and 3691 seats daily) and if so, the details thereof; and**
- (c) the details of the specific time-bound action plan to address this heavy demand-supply mismatch and implement these cost-effective infrastructure solutions initiated by the Railway Board in coordination with Konkan Railway Corporation Limited (KRCL)?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (c): Konkan Railway Corporation Limited (KRCL) was established in 1990 with five shareholders, namely, Ministry of Railways, Government of Maharashtra, Government of Goa, Government of Karnataka and Government of Kerala. The Konkan Railway line extends from Roha in Maharashtra to Thokur in Karnataka.

The average line capacity utilization of Roha–Madgaon section of the Konkan Railway route is about 145 %. On Indian Railways, demand pattern is not

uniform throughout the year, and it varies over lean and peak periods. During peak rush periods, the occupancy of the trains especially on popular routes remains full whereas during lean period and on less popular routes, there is sub-optimal utilization.

To increase the line capacity of Konkan railway route, 08 crossing stations viz. Sape-Wamane, Kalambani, Kadvai, Veravali, Kharepatan, Achirne, Indapur & Goregaon Road & 12 additional loop lines viz Vinhere, Anjani, Savarda, Adavali, Rajapur Road, Vaibhavwadi Road, Kankavali, Sawantvadi Road (2), Karanjadi, Madgaon and Chiplun have also been constructed over Konkan Railway route between Roha to Madgaon during the last 10 years.

Out of the 739-route km of Konkan Railway jurisdiction, doubling of about 55 km between Roha- Veer and Madgaon-Majorda sections has already been completed. The work of preparation of feasibility survey for doubling of identified sections (263 km) to increase the capacity of route has been sanctioned.

Presently there are 57 pairs of Mail/Express/Passenger trains operating over Konkan Railway. Most of mail/express trains are running with full load. The details of trains operating over Konkan Railway are as under:

SN	Train No. & Train Name
1	10103/10104 Mandovi Express
2	10105/10106 Diva – Sawantwadi Express
3	10107/10108 Madgaon – Mangaluru MEMU Express
4	10109/10110 Madgaon – Karwar Express
5	10115/10116 Bandra (T) – Madgaon Express
6	10215/10216 Madgaon – Ernakulam SF Express

7	11003/11004 Tutari Express
8	11097/11098 Poorna Express
9	11099/11100 Lokmanya Tilak (T) – Madgaon Express
10	11203/11204 Nagpur – Madgaon Express
11	12051/12052 Jan Shatabdi Express
12	12133/12134 Chhatrapati Shivaji Maharaj (T) – Mangaluru Jn Express
13	12201/12202 Lokmanya Tilak (T) – Kochuveli Garib Rath Express
14	12217/12218 Kerala Sampark Kranti Express
15	12223/12224 Ernakulam Jn – Lokmanya Tilak (T) Durgam Express
16	12283/12284 Hazrat Nizamuddin – Ernakulam Jn Durgam Express
17	12431/12432 Thiruvananthapuram Central – Hazrat Nizamuddin Rajdhani Express
18	12449/12450 Goa Sampark Kranti Express
19	12483/12484 Kochuveli – Amritsar SF Express
20	12617/12618 Mangala Lakshadweep Express
21	12619/12620 Matsyagandha Express
22	12741/12742 Vasco de Gama – Patna SF Express
23	12789/12790 Kacheguda – Kumbha SF Express
24	12977/12978 Marusagar SF Express
25	16311/16312 Shri Ganganagar – Thiruvananthapuram North Express
26	16333/16334 Veraval – Thiruvananthapuram Central Express

27	16335/16336 Gandhidham – Nagercoil Express
28	16337/16338 Okha – Ernakulam Express
29	16345/16346 Netravati Express
30	16515/16516 Karwar – Yesvantpur Express
31	16585/16586 SMVT Bengaluru – MurdeshwarExpress
32	16595/16596 Panchaganga SF Express
33	19057/19058 Surat – Mangaluru Jn Express
34	19259/19260 Bhavnagar (T) – Thiruvananthapuram North Express
35	19577/19578 Tirunelveli – Jamnagar Express
36	20111/20112 Konkankanya Express
37	20645/20646 Madgaon – Mangaluru Central Vande Bharat
38	20909/20910 Thiruvananthapuram North – Porbandar SF Express
39	20923/20924 Gandhidham – Tirunelveli Humsafar Express
40	20931/20932 Thiruvananthapuram North- Indore SF Express
41	22113/22114 Lokmanya Tilak (T) – Thiruvananthapuram North SF Express
42	22115/22116 Lokmanya Tilak (T) – Karmali SF Express
43	22119/22120 Chhatrapati Shivaji Maharaj (T) – Madgaon Tejas Express
44	22149/22150 Ernakulam – Pune SF Express
45	22229/22230 Chhatrapati Shivaji Maharaj (T) – Madgaon Vande Bharat Express
46	22413/22414 Madgaon – Hazrat Nizamuddin Rajdhani Express

47	22475/22476 Hisar – Coimbatore SF Express
48	22629/22630 Lokmanya Tilak (T) – Tirunelveli SF Express
49	22633/22634 Thiruvananthapuram Central – Hazrat Nizamuddin SF Express
50	22653/22654 Thiruvananthapuram Central – Hazrat Nizamuddin SF Express
51	22655/22656 Ernakulam – Hazrat Nizamuddin SF Express
52	22659/22660 Thiruvananthapuram North – Yog Nagari Rishikesh SF Express
53	22907/22908 Madgaon – Hapa SF Express
54	50103/50104 Diva – Ratnagiri Passenger
55	50107/50108 Sawantwadi – Madgaon Passenger
56	70101/70102 Madgaon – Karwar Passenger (MEMU)
57	56615/56616 Madgaon – Mangaluru Passenger

In addition to this, during various festivals, summer vacation and long weekends, 381 Ganpati, 249 Summer, 148 Winter & 1366 other Specials were run during 2025-26 to clear the extra rush of passengers on Konkan Railway.

Non AC coaches on IR (General and Sleeper)

Indian Railways (IR), continuously monitor the demand pattern and makes consistent efforts to cater to the needs of travelling passengers by introducing new trains, extending and increasing the frequencies of existing trains. Loads of existing trains are also augmented, both on temporary and permanent basis, to enhance the accommodation available for passengers.

With a view to meet the demand of passengers travelling in unreserved coaches, Indian Railways (IR) have significantly increased the facilities for passengers demanding general class travel.

During the financial year 2024-25 alone, 1250 general coaches have been utilised in various long-distance trains to have at least 4 general class coaches. Similarly, during the year 2025-26 about 870 Coaches including 160 General Class have been utilised for permanent augmentation. This includes trains operated on Konkan railway line also.

To cater to the travel demand of the low and middle income families, Indian Railways (IR) have taken up manufacturing of 17,000 non-AC coaches (general/sleeper).

On Indian Railways, the percentage of non-AC coaches is about 70%, while the percentage of non-AC seats is around 78% as compared to AC seats which is around 22%. The details are as under:

Table 1: Distribution of Coaches:

Type of Coaches	No. of Coaches	Percentage
Non-AC coaches (general and sleeper)	~62,000	~70%
AC coaches	~27,000	~30%
Total coaches	~89,000	100%

Table 2: Distribution of Seats:

Type of Seats	Number of Seats	Percentage
Non-AC Seats	~54 lakhs	~78%
AC Seats	~15 lakhs	~22%
Total Seats	~69 lakhs	100%

Waiting list pattern is monitored on regular basis. To cater to additional demand, various steps are taken such as running special trains, introduction of new trains, increase in frequency/extension of existing trains, augmentation of loads of existing trains on permanent basis etc. subject to operational feasibility. Further, waiting list limits have also been rationalised linking it to the extent of accommodation of that class available in that train.

Proposals/ requests/ suggestions/ representations, both formal and informal inter alia for augmentation of trains are received from Members of Parliament, elected representatives, organizations/rail users etc. at various levels including Railway Board, Zonal Railways, Divisional Office etc. The receipt of such proposals/ requests/ suggestions is a continuous and dynamic process. These are examined and action as found feasible and justified is taken from time to time, which is an on-going process.
