

On the Government's own infrastructure dashboard, Indian airlines flew less than a year earlier

On MoSPI's PAIMANA infrastructure dashboard, as updated on 16 October 2026, the revenue passenger kilometres of Indian scheduled airlines were 8.8 per cent lower in FY 2026-27 up to August, which is April to August 2026, than a year earlier. Each of the eleven airline cards that print a change for those months is lower than a year earlier, and the airlines carried 7.87 crore passengers, 4.6 per cent fewer.

8.8 per cent

lower revenue passenger kilometres for Indian scheduled airlines in FY 2026-27 up to August than a year earlier, on MoSPI's PAIMANA dashboard as updated on 16 October 2026

In FY 2024-25, the average speed of goods trains was 23.4 km per hour, which was 6.4 per cent lower than a year earlier, and FY 2024-25 is still the latest year that the dashboard gives for the railways.

Sources: MoSPI, PAIMANA Performance Monitoring Dashboard, as saved at 16:04 IST on 16 October 2026: [civil aviation](#); [railways](#).

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MoSPI's PAIMANA Performance Monitoring Dashboard is the Government's own record of six infrastructure sectors. Its quarterly update of 16 October 2026 moved the airline cards to August 2026 and the roads cards to September 2026, while the railway cards still end in March 2025. Each sector's figures therefore cover a different period.

On the Government's own dashboard, airlines flew less, goods trains slowed and less highway was built

On MoSPI's PAIMANA infrastructure dashboard, as updated on 16 October 2026, the revenue passenger kilometres of Indian scheduled airlines were 8.8 per cent lower in FY 2026-27 up to August, which is April to August 2026, than a year earlier. Each of the eleven airline cards that print a change for those months is lower than a year earlier, and the airlines carried 7.87 crore passengers, 4.6 per cent fewer.

Sector and period	What the dashboard shows
Civil aviation, FY 2026-27 up to August	In FY 2026-27 up to August, Indian scheduled airlines carried 4.6 per cent fewer passengers than a year earlier, and their revenue passenger kilometres were 8.8 per cent lower.
Railways, FY 2024-25	In FY 2024-25, the average speed of goods trains was 6.4 per cent lower than a year earlier, and net tonne kilometres per wagon per day were 7.1 per cent lower.
Roads, FY 2026-27 up to September	In FY 2026-27 up to September, National Highways constructed were 18.6 per cent less than a year earlier, while electronic toll collections were 11.7 per cent higher.
Power, for the period the card labels FY 2025-26	For the period that the card labels FY 2025-26, with its figures as on February 2026, interruptions of supply per customer outside agriculture were 5 per cent more than a year earlier.
Ports, FY 2024-25 and calendar year 2025	In FY 2024-25, passenger traffic at major ports was 7.9 per cent lower than a year earlier, and in calendar year 2025 the people employed at major and non-major ports were 9.7 per cent fewer.

On MoSPI's own dashboard as updated on 16 October 2026, each of these cards reads worse than a year earlier, each for its own period: airline traffic in FY 2026-27 up to August; the speed of goods trains in FY 2024-25; highway construction in FY 2026-27 up to September; interruptions of supply per customer outside agriculture, for the period the card labels FY 2025-26 with its figures as on February 2026; and passenger traffic at major ports in FY 2024-25.

1. Civil aviation: the paying traffic of Indian scheduled airlines was 8.8 per cent lower in FY 2026-27 up to August than a year earlier

On MoSPI's PAIMANA infrastructure dashboard, as updated on 16 October 2026, the revenue passenger kilometres of Indian scheduled airlines were 8.8 per cent lower in FY 2026-27 up to August, which is April to August 2026, than a year earlier. Each of the eleven airline cards that print a change for those months is lower than a year earlier, and the airlines carried 7.87 crore passengers, 4.6 per cent fewer.

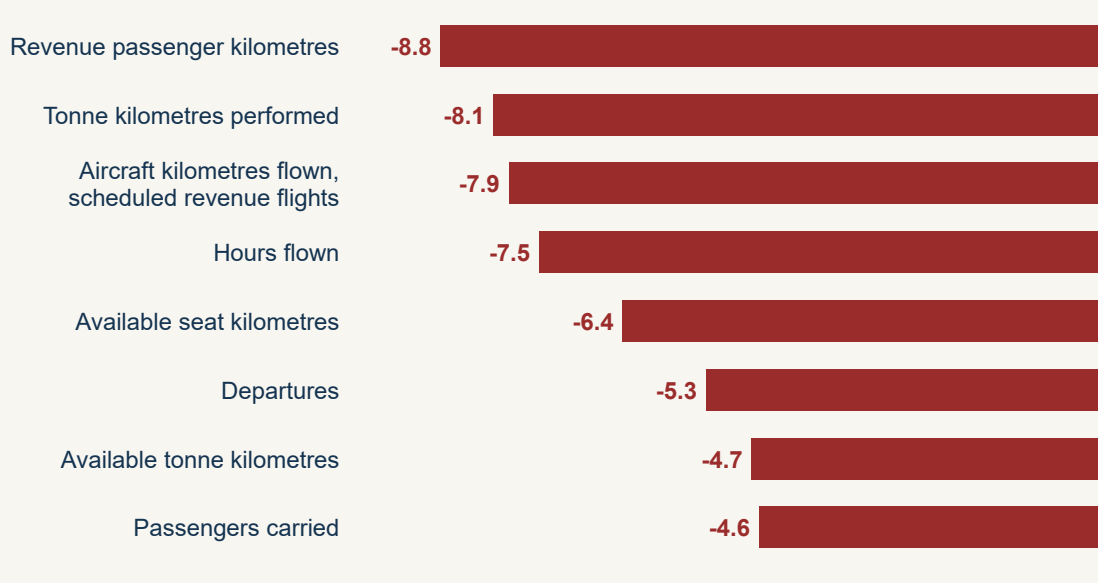
In FY 2026-27 up to August, the available seat kilometres of Indian scheduled airlines were 6.4 per cent lower than a year earlier; their hours flown were 7.5 per cent lower; and their departures were 5.3 per cent lower.

In FY 2026-27 up to August, the tonne kilometres performed by Indian scheduled airlines were 8.1 per cent lower than a year earlier; their aircraft kilometres flown on scheduled revenue flights were 7.9 per cent lower; and their available tonne kilometres were 4.7 per cent lower.

This means that in FY 2026-27 up to August, Indian scheduled airlines flew fewer paying passengers over fewer kilometres, and offered fewer seat kilometres, than in the same months a year earlier.

Indian scheduled airlines

FY 2026-27 up to August: per cent change than a year earlier



Source: MoSPI, PAIMANA Performance Monitoring Dashboard, civil aviation, as saved on 16 October 2026.

Each bar is one airline card for FY 2026-27 up to August, and its length is the change against a year earlier. Every bar on this chart is a fall.

The airline cards come from the Directorate General of Civil Aviation and cover Indian scheduled operators only. Passengers carried, hours flown and departures count their scheduled and non-scheduled services, and the other cards count their scheduled operations. Aircraft kilometres count scheduled revenue flights only.

2. Civil aviation: fewer aircraft movements and fewer passengers handled at airports in FY 2026-27 up to August

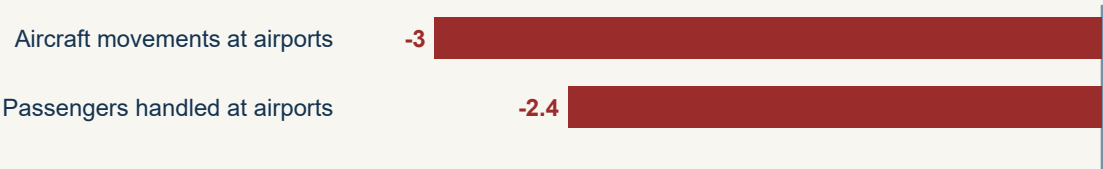
At the country's operational airports, aircraft movements in FY 2026-27 up to August were 11.6 lakh, which was 3 per cent fewer than a year earlier. Passengers handled at those airports in FY 2026-27 up to August were 16.6 crore, which was 2.4 per cent fewer than a year earlier.

The Airports Authority of India counts these cards at all operational airports, and its aircraft movements include foreign aircraft as well as Indian ones. Passengers handled count the traffic at airports, which is a different measure from the passengers that Indian scheduled airlines carried.

In FY 2026-27 up to August, the country's airports saw fewer take-offs and landings, and handled fewer passengers, than in the same months a year earlier.

Operational airports

FY 2026-27 up to August: per cent change than a year earlier



Source: MoSPI, PAIMANA Performance Monitoring Dashboard, civil aviation, as saved on 16 October 2026.

Card	Period	Level	Change
Aircraft movements at airports	FY 2026-27 up to August	11.6 lakh movements	3 per cent lower than a year earlier
Passengers handled at airports	FY 2026-27 up to August	16.6 crore passengers	2.4 per cent lower than a year earlier

Each bar is one airport card for FY 2026-27 up to August. An aircraft movement is one take-off or one landing, so a flight between two airports counts as two movements.

3. Railways: goods trains ran slower in FY 2024-25, the latest year the dashboard gives for the railways

In FY 2024-25, which is still the latest year that the dashboard gives for the railways after its update of 16 October 2026, the average speed of goods trains was 23.4 km per hour, which was 6.4 per cent lower than a year earlier. In FY 2024-25, net tonne kilometres per broad gauge wagon per day were 7,292, which was 7.1 per cent lower than a year earlier; and the time a broad gauge wagon took to turn round was 5.5 days, which was 7.2 per cent longer.

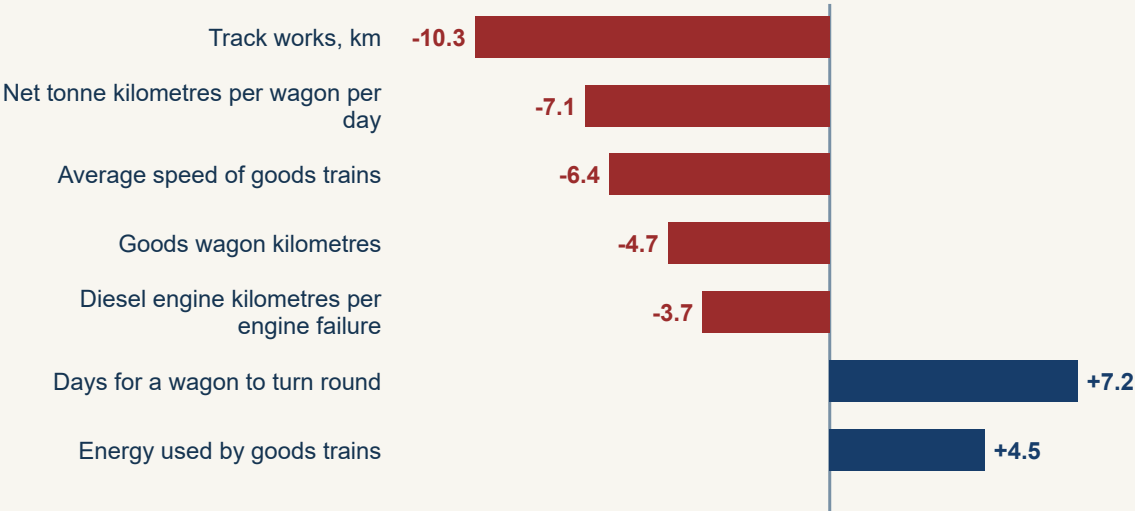
In FY 2024-25, goods wagons ran 22,841 million wagon kilometres, which was 4.7 per cent fewer than a year earlier; and track works covered 10,099 km, which was 10.3 per cent less.

In FY 2024-25, diesel electric engines on the broad gauge ran 197,458 km for each engine failure, which was 3.7 per cent fewer than a year earlier. In FY 2024-25, the energy that goods trains used for every thousand gross tonne kilometres, in a unit that the card does not print, was 4.5 per cent higher than a year earlier.

In FY 2024-25, on the Ministry of Railways' own figures, freight trains moved more slowly and each wagon did less work each day than a year earlier.

Railways: goods trains and track works

FY 2024-25: per cent change than a year earlier



Source: MoSPI, PAIMANA Performance Monitoring Dashboard, railways, as saved on 16 October 2026.

Each bar is one railway card for FY 2024-25. A bar to the left is a fall and a bar to the right is a rise, and for the days a wagon takes to turn round and the energy goods trains use, a rise means more days and more energy.

The cards name the Ministry of Railways as their source and give their figures as on 31 March 2025. The average speed counts operational halts such as crossings, signal stops and yard detention. The goods wagon card is named for the length of the network, but its description says that it measures the distance wagons travelled.

4. Railways: more compensation claims received, and fewer claims paid, in FY 2024-25

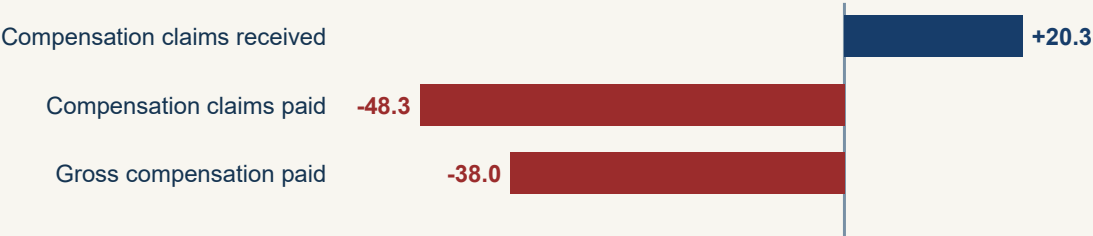
In FY 2024-25, the railways received 3,732 compensation claims, which was 20.3 per cent more than a year earlier. In FY 2024-25, they paid 78 claims, which was 48.3 per cent fewer than a year earlier; and their gross compensation paid was ₹4.98 crore, which was 38.0 per cent less.

In its own words, the card counts claims 'for incidents such as accidents, injuries, fatalities, or loss/damage of goods'. It does not say whether a claim paid in FY 2024-25 was received in the same year, so the claims paid are not read as a share of the claims received.

In FY 2024-25, the railways received more claims for compensation than a year earlier, while the number of claims they paid and the money they paid out were both lower.

Railways: compensation claims

FY 2024-25: per cent change than a year earlier



Source: MoSPI, PAIMANA Performance Monitoring Dashboard, railways, as saved on 16 October 2026.

Card	Period	Level	Change
Compensation claims received	FY 2024-25	3,732 claims	20.3 per cent higher than a year earlier
Compensation claims paid	FY 2024-25	78 claims	48.3 per cent lower than a year earlier
Gross compensation paid	FY 2024-25	₹4.98 crore	38.0 per cent lower than a year earlier

Each bar is one part of the railways' compensation card for FY 2024-25, and its length is the change against a year earlier.

5. Roads: less highway built and less capital spent, and more collected in tolls, in FY 2026-27 up to September

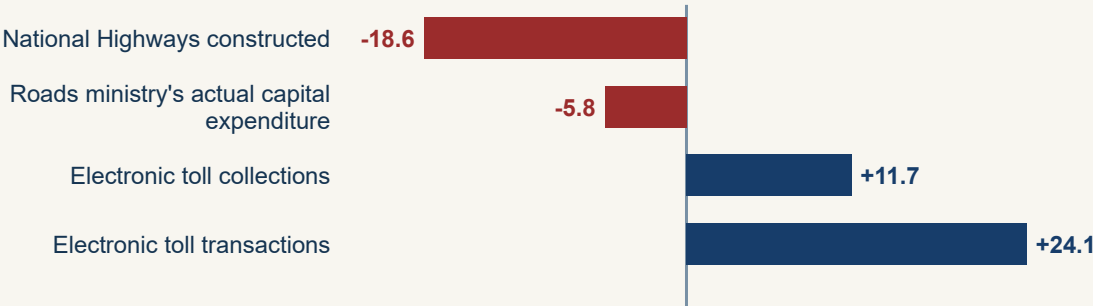
In FY 2026-27 up to September, which is April to September 2026, the dashboard prints 2,369.46 km of National Highways constructed, which was 18.6 per cent less than a year earlier. In FY 2026-27 up to September, the roads ministry's actual capital expenditure was ₹1,58,998 crore, which was 5.8 per cent lower than a year earlier.

In FY 2026-27 up to September, electronic toll collections were ₹36,994.45 crore, which was 11.7 per cent higher than a year earlier; and electronic toll transactions were 225.24 crore, which was 24.1 per cent more.

In FY 2026-27 up to September, less National Highway was built and the roads ministry spent less capital than a year earlier, while the total collected in electronic tolls was higher.

Roads

FY 2026-27 up to September: per cent change than a year earlier



Source: MoSPI, PAIMANA Performance Monitoring Dashboard, roads, as saved on 16 October 2026.

Card	Period	Level	Change
National Highways constructed	FY 2026-27 up to September	2,369.46 km of National Highways constructed, linear length	18.6 per cent lower than a year earlier
Roads ministry's actual capital expenditure	FY 2026-27 up to September	₹1,58,998 crore	5.8 per cent lower than a year earlier
Electronic toll collections	FY 2026-27 up to September	₹36,994.45 crore	11.7 per cent higher than a year earlier
Electronic toll transactions	FY 2026-27 up to September	225.24 crore electronic toll transactions	24.1 per cent higher than a year earlier

Each bar is one roads card for the same months, FY 2026-27 up to September.

The construction card counts linear length, irrespective of how many lanes a section has. The capital expenditure card counts the ministry's spending on National Highway construction and related infrastructure projects. Toll collections and transactions are totals. The cards name the Ministry of Road Transport and Highways as their source.

6. Power: interruptions of supply outside agriculture were more frequent, for the period the card labels FY 2025-26

For the period that the dashboard labels FY 2025-26, with its figures as on February 2026, interruptions of supply per customer outside agriculture were 5 per cent more than a year earlier. For the period that it labels FY 2025-26 (Feb, 2026), the card for the average duration of interruptions outside agriculture printed a rise of 35.2 per cent on a year earlier.

This means that, for the period the card labels FY 2025-26, customers outside agriculture had their supply interrupted more often than a year earlier.

Card	Period	Change
Interruptions of supply per customer, outside agriculture	FY 2025-26	5 per cent higher than a year earlier
Average duration of interruptions, outside agriculture	FY 2025-26 (Feb, 2026)	35.2 per cent higher than a year earlier

Each card keeps its own period, so the two rows are not years of one series and are not compared with one another.

The duration card describes its figure as the average time without supply per consumer, while its hover title calls it the length of one interruption, so this brief gives the figure as the card names it. Both cards are dated as on February 2026, and neither says whether its period is February 2026 alone or the year up to February 2026. The cards name the Central Electricity Authority as their source.

7. Ports: fewer passengers at major ports in FY 2024-25, and fewer people employed at ports in calendar year 2025

In FY 2024-25, passenger traffic at major ports was 5,85,900, which was 7.9 per cent fewer than a year earlier. In calendar year 2025, the people employed at major and non-major ports numbered 27,144, which was 9.7 per cent fewer than a year earlier.

This means that major ports handled fewer passengers in FY 2024-25, and the country's ports employed fewer people in calendar year 2025, than a year earlier.

Card	Period	Level	Change
Passenger traffic at major ports	FY 2024-25	5,85,900	7.9 per cent lower than a year earlier
People employed at major and non-major ports	calendar year 2025	27,144	9.7 per cent lower than a year earlier

The passenger card is for FY 2024-25, and the employment card is for calendar year 2025.

Each card keeps its own period. The passenger card prints major ports only, and the employment card prints one figure for major and non-major ports together. Both cards name the Ministry of Ports, Shipping and Waterways as their source.

8. How the dashboard measures: no road construction is set against a target

MoSPI's release of 16 April 2026, which launched the dashboard, said that the framework then in use assessed sectoral performance by growth rates, achievement against targets and capacity utilisation in select sectors. None of the roads cards on the dashboard, as updated on 16 October 2026, sets construction against a target.

MoSPI's own publications listing, read on 15 October 2026, carries no monthly review of the key infrastructure sectors after the one for January 2026, which was released on 16 March 2026. That review said that it measured each sector against its monthly targets.

The Government's own dashboard shows how much highway was built, but not how that compares with any target.

Document	Date	What it shows
MoSPI's release launching the dashboard	16 April 2026	The framework then in use assessed achievement against targets
MoSPI's monthly review for January 2026	released 16 March 2026	The review measured each sector against its monthly targets
MoSPI's publications listing	read 15 October 2026	No monthly review after the one for January 2026
The roads cards on the dashboard	16 October 2026	No card sets construction against a target

Each row names a document that this brief opened, and what that document shows about targets.

The terms used in this brief

Each term is explained in the words of its own card, so that a reader can follow each figure back to where it came from.

Term	What it means
PAIMANA dashboard	MoSPI's Performance Monitoring Dashboard of the infrastructure sector, which shows a set of cards for six sectors and is updated each quarter. MoSPI overwrites it in place.
Card	One measure on the dashboard, such as the length of National Highways constructed, with its level, its change against a year earlier and the period it covers.
Period	The months or the year that a card covers. Cards in different sectors cover different periods, so each figure in this brief names its own.
Than a year earlier	The change a card prints against the same period a year before. It says nothing about any earlier year.
Indian scheduled airlines	The Indian scheduled operators whose services the Directorate General of Civil Aviation's cards cover. Foreign airlines are not counted on those cards.
Revenue passenger kilometres	The paying passengers on each flight stage multiplied by the stage's distance, added up.
Available seat kilometres	The seats offered for sale on each flight stage multiplied by the stage's distance, added up.
Net tonne kilometres per wagon per day	The freight each broad gauge wagon carries, multiplied by the distance, for each day, which measures how much work each wagon does.
Wagon turn-round	The days a broad gauge wagon takes from one loading to the next.
Interruptions per customer	The average number of times that supply to a consumer is interrupted in the period.

Annexure: every card this brief uses

Each row is one card of the dashboard, with its own period, its level and its change against a year earlier, exactly as the card prints them. This page holds civil aviation and the railways.

Sector	Card	Period	Level	Change
Civil aviation	Revenue passenger kilometres	FY 2026-27 up to August	10,609 crore passenger km	8.8 per cent lower than a year earlier
Civil aviation	Tonne kilometres performed	FY 2026-27 up to August	1,093.2 crore tonne km	8.1 per cent lower than a year earlier
Civil aviation	Aircraft kilometres flown, scheduled revenue flights	FY 2026-27 up to August	65.9 crore km	7.9 per cent lower than a year earlier
Civil aviation	Hours flown	FY 2026-27 up to August	12,01,128 hours	7.5 per cent lower than a year earlier
Civil aviation	Available seat kilometres	FY 2026-27 up to August	13,191.8 crore seat km	6.4 per cent lower than a year earlier
Civil aviation	Departures	FY 2026-27 up to August	5,35,314 departures	5.3 per cent lower than a year earlier
Civil aviation	Available tonne kilometres	FY 2026-27 up to August	1,490.5 crore tonne km	4.7 per cent lower than a year earlier
Civil aviation	Passengers carried	FY 2026-27 up to August	7.87 crore passengers	4.6 per cent lower than a year earlier
Civil aviation	Aircraft movements at airports	FY 2026-27 up to August	11.6 lakh movements	3 per cent lower than a year earlier
Civil aviation	Passengers handled at airports	FY 2026-27 up to August	16.6 crore passengers	2.4 per cent lower than a year earlier
Railways	Track works, km	FY 2024-25	10,099 km	10.3 per cent lower than a year earlier
Railways	Net tonne kilometres per wagon per day	FY 2024-25	7,292 net tonne km per wagon per day	7.1 per cent lower than a year earlier
Railways	Average speed of goods trains	FY 2024-25	23.4 km per hour	6.4 per cent lower than a year earlier
Railways	Goods wagon kilometres	FY 2024-25	22,841 million wagon km	4.7 per cent lower than a year earlier
Railways	Diesel engine kilometres per engine failure	FY 2024-25	197,458 km per engine failure	3.7 per cent lower than a year earlier
Railways	Days for a wagon to turn round	FY 2024-25	5.5 days	7.2 per cent higher than a year earlier
Railways	Energy used by goods trains	FY 2024-25	6.5 units of energy per 1,000 gross tonne km	4.5 per cent higher than a year earlier
Railways	Compensation claims received	FY 2024-25	3,732 claims	20.3 per cent higher than a year earlier
Railways	Compensation claims paid	FY 2024-25	78 claims	48.3 per cent lower than a year earlier
Railways	Gross compensation paid	FY 2024-25	₹4.98 crore	38.0 per cent lower than a year earlier

Annexure: every card this brief uses, continued

This page holds roads, power and ports, each card with its own period. The power cards print their changes only.

Sector	Card	Period	Level	Change
Roads	National Highways constructed	FY 2026-27 up to September	2,369.46 km of National Highways constructed, linear length	18.6 per cent lower than a year earlier
Roads	Roads ministry's actual capital expenditure	FY 2026-27 up to September	₹1,58,998 crore	5.8 per cent lower than a year earlier
Roads	Electronic toll collections	FY 2026-27 up to September	₹36,994.45 crore	11.7 per cent higher than a year earlier
Roads	Electronic toll transactions	FY 2026-27 up to September	225.24 crore electronic toll transactions	24.1 per cent higher than a year earlier
Power	Interruptions of supply per customer, outside agriculture	FY 2025-26		5 per cent higher than a year earlier
Power	Average duration of interruptions, outside agriculture	FY 2025-26 (Feb, 2026)		35.2 per cent higher than a year earlier
Ports, shipping and waterways	Passenger traffic at major ports	FY 2024-25	5,85,900 passengers	7.9 per cent lower than a year earlier
Ports, shipping and waterways	People employed at major and non-major ports	calendar year 2025	27,144 persons	9.7 per cent lower than a year earlier

Annexure: how the figures were made

Every figure in this brief is a card on MoSPI's PAIMANA Performance Monitoring Dashboard of the infrastructure sector, as the dashboard stood at 16:04 IST on 16 October 2026, minutes after its quarterly update of that day. MoSPI overwrites the dashboard in place, so the figures were read from a copy saved at that moment.

Each card gives a level, a change against a year earlier and the period it covers. Each figure in this brief carries its own card's period, because the periods differ from sector to sector.

A change is repeated exactly as the card prints it, as a per cent against the same period a year earlier, and it says nothing about any year before that one.

Cards are set side by side only when they share a period, and nothing in this brief says that one card caused another.

Each figure was read from the saved copy by one reader and read again by a second, and it is printed exactly as the card prints it. Each card names the ministry or body that supplied it, and this brief names it too.

Point	Cards	Periods used
Points 1 and 2	Civil aviation cards	FY 2026-27 up to August
Points 3 and 4	Railway cards	FY 2024-25
Point 5	Roads cards	FY 2026-27 up to September
Point 6	Power cards	the period the cards label FY 2025-26, dated as on February 2026
Point 7	Ports cards	FY 2024-25 and calendar year 2025
Point 8	MoSPI's launch release, its monthly review and its publications listing	April 2026, March 2026 and October 2026

Each row names the cards a point rests on and the periods they cover.

Annexure: sources

Every figure in this brief comes from one of the sources below. Each source is linked to its publisher's own address here and on the page where its figures appear.

Source	Part read
MoSPI, PAIMANA Performance Monitoring Dashboard, civil aviation, 16 October 2026	dashboard/civil-aviation
MoSPI, PAIMANA Performance Monitoring Dashboard, railways, 16 October 2026	dashboard/railways
MoSPI, PAIMANA Performance Monitoring Dashboard, roads, 16 October 2026	dashboard/road-transport-highways
MoSPI, PAIMANA Performance Monitoring Dashboard, power, 16 October 2026	dashboard/power
MoSPI, PAIMANA Performance Monitoring Dashboard, ports, shipping and waterways, 16 October 2026	dashboard/ports-shipping-waterways
PIB, MoSPI release launching the dashboard, 16 April 2026	PRID 2252587
MoSPI, monthly review of key infrastructure sectors for January 2026	pdf:4
MoSPI, publications and reports listing, 15 October 2026	page_0010.json

The figures are the Ministry of Statistics and Programme Implementation's, from its PAIMANA dashboard, with the ministry or body that each card names as its source. The analysis is this brief's own, and so is any error in it.