

(b) if so, the reasons for not reducing the rail fare of IInd class and the reservation of berth/seat for the common passenger's facilities;

(c) whether there is a proposal under consideration of Government to reduce the fare and reservation charges of IInd class; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI NARAINBHAI RATHWA): (a) Yes, Sir.

(b) Railways are incurring heavy losses from Sleeper Class and Second Class (Ordinary) which are subsidized from Upper Classes of passenger services and freight services. The reduction in fares and reservation charges will increase the losses.

(c) No, Sir.

(d) Does not arise.

Garib Rath Trains

2529. SHRI S. ANBALAGAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it has been proposed to run Garib Rath trains between a few destinations in the country;

(b) if so, the features of the train, fare structure and the destinations between which the trains are proposed to be run;

(c) the reasons for lowering A/C Class fare structure, in the Budget of 2006-07; and

(d) the reasons for not lowering II sleeper/II class fare structure in the Budget of 2006-07?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI NARAINBHAI RATHWA): (a) Yes, Sir.

(b) These will be fully air-conditioned trains having fares about 25% lower than the present AC-3 Tier fares, and will run on the following sectors:

1. Delhi-Patna

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RAJYA SABHA

2. Delhi-Mumbai
3. Delhi-Chennai
4. Saharsa-Amritsar.

(c) Due to repeated and frequent fare increases over a period of time, the AC classes fare became substantially higher than fares of other Classes. Higher AC class rail fares became the target area for airline operators. Railways have taken a conscious decision to reduce the fares for AC-2 Tier and First by lowering the relativity index from 720 to 650 and 1400 to 1150 respectively in the Railway Budget 2006-07.

(d) Railways are incurring heavy losses from Sleeper Class and Second Class (ordinary) which are subsidized through earnings from Upper classes of passenger services and freight services. Any reduction in fares of Sleeper and Second Class (Ordinary) will increase losses.

Rail-Roko agitation

2530. DR RADHAKANT NAYAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether the local people to Talcher are on rail-roko agitation since 9th February, 2006 for an indefinite period;

(b) whether Railways are incurring revenue loss of Rs. 2 crores daily due to agitation;

(c) the monthly revenue earning from Talcher Station in each month during the precedings two years prior to the ongoing agitation;

(d) the details of previous rail-roko agitation in 2000, alongwith the period of agitation, revenue loss incurred, local demands and fulfilment of such demands;

(e) the present demands of the local people; and

(f) whether Government would accept the demand in public interest and if so, by when?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI NARANBHAI RATHWA): (a) Yes, Sir. The local people of Telcher under the leadership of Shri P.C. Sahoo under the banner of All Parties