

(c) The fares of regular superfast trains are charged according to the published fare tables for each class according to the relevant distance slab. The fares of Premium trains are variable as a dynamic premium is charged over and above the Express/Rajdhani/Duronto trains fares based on demand intensity.

(d) The following are the main differences between Premium trains and regular superfast Express trains:-

- (i) The fare of Premium trains is variable issued on demand intensity.
- (ii) There is no waiting list on Premium trains as all passengers are given confirmed/RAC accommodations.
- (iii) The accommodation booking for Premium trains is done only through the internet.

Rolling stock under pressure

2553. SHRI PARIMAL NATHWANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways' rolling stocks are under tremendous pressure due to increased passenger and freight traffic;

(b) if so, the details thereof;

(c) whether this has resulted in frequent accident resulting in loss of property as well as human beings; and

(d) if so, the measures taken to expand capacity of Railways' rolling stock?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) No, Sir. Procurement of rolling stock is planned in advance keeping in view passenger and freight traffic projection.

(b) to (d) Do not arise.

Talcher Bimlagarh railway line

2554. SHRI PYARIMOHAN MOHAPATRA: Will the Minister of RAILWAYS be pleased to state:

(a) the investment made for Talcher-Bimlagarh railway line, year-wise, from the date of sanction along with the original estimated cost and the revised estimates; and

(b) the reasons for inordinate delay and by when it is expected to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) Talcher-Bimlagarh New Line (154 Km.) was sanctioned in 2003-04 at a cost of ₹ 726.96 crore. Its latest anticipated cost is ₹ 811 crore (at 2006-07 price level). The year-wise investments made for Talcher-Bimlagarh Railway line from the date of sanction are as given below:-

Year	Expenditure (₹ in crore)
2003-04	0
2004-05	0.001
2005-06	0.71
2006-07	1.40
2007-08	8.83
2008-09	17.28
2009-10	21.42
2010-11	20.16
2011-12	36.52
2012-13	14.63
2013-14	12.29
2014-15 (Outlay)	100.00
TOTAL	233.24

(b) The project has been delayed due to delay in land acquisition and forestry clearance. No target date has been fixed for completion of this project.

Rain water harvesting to meet water requirement

2555. SHRI S. THANGAVELU: Will the Minister of RAILWAYS be pleased to state:

- (a) whether Railways are meeting its water requirement through borewells ;
- (b) whether Railways have failed to set up rain water harvesting systems at its stations and colonies;
- (c) if so, the details thereof; and
- (d) whether Railways have asked its zones to set up rain water harvesting systems at the earliest ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) to (d) Railways water requirement is met from various sources viz local bodies, bore-wells, rainy wells and also through private tankers in water scarcity areas. Instructions have also been issued to zonal railways for providing rain water harvesting in colonies, stations etc. Approximately 1300 rain water harvesting systems have already been installed at various locations in Indian Railways.