

(₹ in crore)

Year	Target (Revised Estimates)	Actual Earning	% age variation over target
2011-12	103870.00	104153.55	0.27
2012-13	125635.00	123901.01	-1.38
2013-14 (Provisional)	140449.82	139837.70	-0.44

As would be seen, there is a minor shortfall of 1.38% during 2012-13 and 0.44% during 2013-14, as compared to targets.

(d) and (e) The position of freight earnings *vis-à-vis* target during last three years is as under:-

(₹ in crore)

Year	Target (Revised Estimates)	Actual Freight Earnings
2011-12	68620.00	69547.59
2012-13	85956.00	85262.58
2013-14 (Provisional)	94000.00	93905.63

Freight constituted 66.96%, 67.87% and 66.87% of total earnings respectively during the year 2011-12, 2012-13 and 2013-14.

High-speed train routes

†2586. SHRI VISHAMBHAR PRASAD NISHAD: Will the Minister of RAILWAYS be pleased to state:

(a) the number of routes, apart from the New Delhi-Agra, where Government proposes to run the trains at the speed between 150 km./h and 200 km./h;

(b) whether Government is proposing to run the high speed trains on Delhi to Lucknow, Patna, Chandigarh, Nagpur routes, if so, the details thereof;

(c) whether Government has tested the proposed routes of high-speed trains, if so, the details thereof; and

(d) whether the probability of train accidents being reduced is less due to introduction of high-speed trains, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) The routes identified for raising of speed to 160/200 kmph other than New Delhi – Agra are: (i) Delhi-Chandigarh (ii) Delhi-Kanpur (iii) Nagpur-Bilaspur (iv) Mysore-Bengaluru-Chennai (v) Mumbai-Goa (vi) Mumbai-Ahmedabad (vii) Chennai-

†Original notice of the question was received in Hindi.

Hyderabad and (viii) Nagpur-Secunderabad.

There is however no proposal at present to run high speed trains from Delhi to Lucknow and Patna.

(c) Confirmatory Oscillograph Car Run (COCR) trial of New Delhi – Agra route at 160 kmph has been successfully conducted on 3rd July, 2014.

(d) No, Sir. Safety standards adopted by Indian Railways are followed rigorously and meticulously. Safety standards are commensurate to the operational requirements on introduction of high speed trains also.

Passengers travelling in AC I-tier, II-tier and III-tier

†2587. SHRI VISHAMBHAR PRASAD NISHAD: Will the Minister of RAILWAYS be pleased to state:

- (a) the number of passengers travelled in AC I-tier and AC II-tier in 2012-13;
- (b) the number of passengers travelled in AC I-tier and AC III-tier in 2013-14;
- (c) whether the number of passengers travelling in AC I-tier, II-tier and III-tier have declined owing to the increase in railway fare, if so, the details thereof; and
- (d) whether Government would consider to increase the number of general bogies keeping in view the increasing number of passengers in general bogies?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) During 2012-13, total approximate number of passengers booked in AC I-tier and AC II-tier were 2.60 million and 22.92 million, respectively.

(b) During 2013-14, 2.81 million and 70.51 million passengers approximately were booked in AC I-tier and AC III- tier, respectively.

(c) No, Sir. There has been no decline in the number of passengers booked in AC I-tier, II-tier and III-tier during 2012-13, 2013-14 and during the period from April, 2014 to June, 2014.

(d) Yes, Sir. To cater to the demand of general coach passengers, all new Mail/ Express trains introduced after 2007- 08 have at least 6 general coaches in their standard composition, except fully reserved trains like Rajdhani, Shatabdi, Duronto etc. Besides, to cater to the unreserved traffic, certain long distance trains like Jan Sadharan Express, Janseva Express, Jannayak Express and Passenger trains and some short distance Intercity trains are run with only General Second Class accommodation.

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