

Dynamic train fares

475. SHRI C.M. RAMESH: Will the Minister of RAILWAYS be pleased to state:

- (a) the concept of Dynamic train fares;
- (b) whether it is applicable to all types of trains;
- (c) the percentage of differences in fare that would be there between regularly booked ticket and ticket booked under Tatkal for 2AC travel, for example, between Delhi and Mumbai;
- (d) the price of ticket without Dynamic train fare on the above route; and
- (e) the additional revenue that Railways are expected to earn through this 2014-15?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) The fare of Premium special trains on dynamic pricing increases depending upon the demand and availability of accommodation. The base fare of these trains is the normal adult fare applicable for the trains plus the tatkal charges and the fare can increase based on demand intensity subject to a prescribed maximum limit. The premium special trains have a short advance reservation period and do not provide for waiting lists.

(b) No, Sir.

(c) In the case of 12952 New Delhi-Mumbai Rajdhani Express, there is a 14.77% difference of fare between regularly booked ticket and ticket booked under Tatkal for 2AC class between New Delhi and Mumbai. However, the fare of the premium specials operated on dynamic pricing would vary from time to time based on demand intensity.

(d) The normal fare of a 2nd AC Class ticket in 12952 New Delhi-Mumbai Rajdhani Express inclusive of service tax, catering charges, reservation charges, etc., and excluding Tatkal charges is Rs. 2810.

(e) The revenue from Premium Special Trains is dependent on the demand pattern, the operational feasibility of running such trains and availability of coaches. It is therefore, not feasible to work out in advance the overall additional revenue that Railways are expected to earn through such trains during the year 2014-15.

Gauge conversion of Ratlam-Indore-Mhow-Khandwa railway line

476. DR. CHANDAN MITRA: Will the Minister of RAILWAYS be pleased to state:

- (a) the year when the gauge conversion of Ratlam-Indore- Mhow-Khandwa railway line had been sanctioned;
- (b) the reasons for inordinate delay in starting the gauge conversion work on this line; and
- (c) the fresh steps taken by Government for early execution of gauge conversion work on this line in order to facilitate connectivity with Ujjain to pilgrims from Southern and Western India during Simhastha fair in May, 2016?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) The gauge conversion of Ratlam-Mhow-Khandwa section was sanctioned in the year 2008-09.

(b) Implementation of any project requires some preliminary activities like proper planning, final location survey, geotechnical investigation, etc. before commencement of execution in field which take time.

(c) Gauge conversion of Ratlam-Fatehabad section (80 km) has been completed and commissioned. Further, conversion work on Fatehabad- Indore (40 km) section is also in advance stage of completion. The project is progressing as per availability of resources. Ujjain is already connected to Southern India *via* Bhopal and Itarasi and to Western India *via* Nagda, Ratlam and Godhara.

Train accidents

477. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of RAILWAYS be pleased to state:

- (a) the total number of train accidents in the last five years, State-wise/Union Territory wise;
- (b) the total number of lives lost in these accidents, State-wise/Union Territory-wise; and
- (c) the measures being taken by Government to reduce the number of train accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) Data on consequential train accidents is not maintained State-wise/ Union Territory-wise. Year-wise number of consequential train accidents excluding incidents of trespassing at unmanned level crossings caused due to negligence of road vehicle users, during the last five years *i.e.* 2009-10 to 2013-14 and the loss of lives involved therein, is given below: