

Number and percentage of Tatkal tickets available to passengers

2297. SHRI BALWINDER SINGH BHUNDER: Will the Minister of RAILWAYS be pleased to state:

- (a) the number and percentage of Tatkal tickets available to the passengers; and
- (b) whether their number and percentage varies from train to train, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) The extent of Tatkal accommodation to be earmarked in trains is decided by Zonal Railways keeping in view the demand pattern and availability of accommodation subject to maximum limit prescribed in the scheme. On an average, approximately 12.95 lakh seats/berths are available per day for reservation out of which approximately 2.24 lakh berths/seats *i.e.* 17.31% are available for reservation under Tatkal scheme. The accommodation so earmarked can, however, in no case exceed the following limits:

Class	Number of berths to be earmarked in trains
2A	10 berths per coach
3A	16 berths per coach
Air - Conditioned Chair Car	16 seat per coach
Sleeper Coach	30% of accommodation
Reserved Second Sitting (2S)	10% of accommodation

Policy for procurement of coaches

2298. DR. PRABHAKAR KORE: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that Government is sharing technical know-how of coach manufacturing with private players free of cost and bought coaches from these manufacturers at higher cost than the state-owned factories;
- (b) if so, the rationale behind such policy of procurement of coaches; and
- (c) whether Government proposes to stop this policy for procurement of coaches from private players in future, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) Indian Railways have placed orders on private firms for manufacture and supply of Electric Multiple Unit (ACEMU) coaches and Mainline Electric Multiple Unit (MEMU) coaches with the provision that drawings and technical details would be provided free of cost by Integral Coach Factory (ICF), Chennai and Rail Coach Factory (RCF), Kapurthala as these coaches were to be manufactured as per Railways' design. It is not possible to manufacture these coaches unless design and drawings are made available to the manufacturer.

In the last five years, the rates at which contracts were placed for procurement of Electric Multiple Unit (ACEMU) coaches were lower than the cost of manufacturing of similar coaches at Integral Coach Factory/Chennai. In the year 2012-13, contracts were placed for the first time, for procurement of Mainline Electric Multiple Unit (MEMU) coaches from three sources. The rates (excluding taxes and duties) of two sources were lower and of one source was marginally higher (1% excluding taxes and duties) than the cost of manufacturing of similar coaches at Rail Coach Factory/Kapurthala.

(b) and (c) Procurement of coaches from other sources *i.e.* both public and private sector is done when the requirement exceeds the manufacturing capacity of Railways' own Production Units.

Utilization of railway coach factories

2299. DR. PRABHAKAR KORE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government favours private manufacturers to make coaches without fully utilizing the capacity of its own coach factories that were set up at a huge cost;

(b) if so, the reasons for not utilizing its own coach factories; and

(c) the steps taken by Government for maximum utilization of its coach manufacturing factories in future and the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) No Sir. Procurement of coaches from public sector or private sector manufacturers is done only to meet the additional requirement of coaches after fully exhausting the in-house manufacturing capacity of Indian Railways.

(b) Does not arise.

(c) Does not arise.