

(c) whether Government has assessed the likely impact of this fare system on the weaker sections of the society, if so, the details thereof; and

(d) the steps taken by Government to rationalize the fare structure?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA) : (a) and (b) There is no proposal with Railways at present to introduce sector-wise fare system as is being done in the case of airlines. However, Railways have introduced the concept of premium train services on dynamic fare over and above the regular train services *w.e.f* 24.12.2013. The fare of Premium 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 dynamic fare of the premium trains increases proportionate to the increase in Actual Demand Intensity as compared to the Normal Demand Intensity.

(c) and (d) Indian Railways operate a large number of suburban services, passenger services and Mail/Express services, which include Rajdhani, Shatabdi, Duronto, Yuva and Garib Rath services catering to various segments of the travelling public based on the normal fare structure. The premium trains do not displace these regular services but complement them by providing a facility for travel at short notice by paying premium fares.

Mismanagement of funds in Railways

1878. DR. PRADEEP KUMAR BALMUCHU : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Railways are suffering from mismanagement of funds, if so, the details thereof;

(b) whether Railways have identified such mismanagement of funds at any levels of the organisation, if so, the details thereof; and

(c) the measures being taken by the Ministry to curb such mismanagement, if any?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA) : (a) No, Sir. Funds at the disposal of the Railways are spent judiciously after due process of budgeting and all expenditure is incurred after internal check. Monthly

accounts and annual accounts are prepared to enable concurrent budgetary control. The accounts and financial transactions are further subject to statutory audit by C&AG.

(b) and (c) Do not arise.

Number of loco running staff

1879. SHRI C.P. NARAYANAN : Will the Minister of RAILWAYS be pleased to state:

- (a) the number of posts of loco running staff in Railways in 2014-15;
- (b) the number of vacant posts in April, 2014;
- (c) whether these posts have been filled up; and
- (d) the number of hours a loco running staff is expected to work per day along with the actual at ground level at present?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA) : (a) and (b) The number of sanctioned posts of Loco Running Staff in Zonal Railways as on 01.04.2014 is 88568 out of which 17120 posts are vacant.

(c) Retirements and recruitment against vacancies is a continuous process. During the last 3 years, 32921 panels/persons were provided to the Zonal Railways in respect of Loco Running Staff.

(d) Running staff on the Indian Railways are classified as “Continuous” and they are statutorily required to work for not more than 54 hours a week on an average. But the rostered hours of this category of employees have been fixed at 104 hours in a two weekly period of 14 days including preparatory and complementary time. As per extant instructions, running duty at a stretch should not ordinarily exceed 10 hours from departure of the train and overall duty should not exceed 12 hours from ‘signing on’ to ‘signing off’ except in emergent circumstances like accidents, floods, agitations, equipment failures, etc.

Manufacturing high speed rail engines

1880. SHRI KIRANMAY NANDA : Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that Research Design and Standards Organisation (RDSO),