

(d) Besides dynamic fare/variable fare system, with effect from 01.10.2014, in some of the selected trains identified by Zonal Railways which are most in demand, 50% of the existing accommodation under Tatkal Quota has been earmarked as Premium Tatkal Quota and is being booked on dynamic pricing. This is a distance-slab based fare scheme where the fare increases by 20% after each slab of 10% berths are sold subject to maximum three times of tatkal fare. Also, to increase earnings, special trains on special charges are introduced. Running of Premium trains/Suvidha trains on dynamic fare/variable fare are over and above the regular Time Tabled train services.

Increase in revenue due to Suvidha Trains

1576. PROF. M. V. RAJEEV GOWDA: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that Suvidha trains only reflect the experience, well-being and purchase patterns of customers who travel between cities;
- (b) whether Suvidha special trains have increased the revenue of Railways; and
- (c) if so, the details of additional revenue earned in the past year due to Suvidha trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) Suvidha Trains were introduced with effect from 01.07.2015 for meeting the demand surges that arise from time to time during summer and winter holiday seasons, festivals and such other occasions. These services have been provided with a view to supplement facilities regularly available to passengers through a mechanism that caters to the requirement of that segment of passengers which is willing to travel at short notice by paying higher fares.

(b) Yes, Sir.

(c) Revenue earned from Suvidha Trains during the period 01 July 2015 to 30 Nov., 2015 is ₹ 64.22 crores (approx.)

Creating separate zone out of Mumbai Suburban Railway

1577. SHRI SACHIN RAMESH TENDULKAR: Will the Minister of RAILWAYS be pleased to state:

- (a) whether a feasibility study has been conducted to assess the possibility of creating a separate zone out of the Mumbai Suburban Railway system (CR and WR) in the past;

- (b) if so, the outcome of the study; and
- (c) if not, whether such a study is planned in the future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) to (c) The proposal for creation of an exclusive Zone for Mumbai Suburban area has been, *inter-alia*, examined by a Senior Administrative Grade level Committee and this proposal was not found feasible from operational point of view.

Development of 400 railway stations

1578. SHRIMATI AMBIKA SONI:

DR. T. SUBBARAMI REDDY:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether there is a proposal to develop 400 railway stations in metros and major cities;
- (b) if so, the details thereof along with names of railway stations and States;
- (c) by when, these stations will be developed; and
- (d) the total estimated cost that would be required for this work?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) to (d) It has been decided to offer 'A-1' and 'A' category stations (about 400 stations) over Indian Railways for redevelopment on 'as is where is' basis, by inviting open bids from interested parties with their designs and business ideas. Details of 'A-1' and 'A' category stations, State-wise are given in the Statement (*See* below). The entire cost of station redevelopment is to be met by leveraging commercial development of land and air space in and around the stations. Accordingly, these stations have been proposed to be developed at no cost to Railway. The estimated project cost would be known after framing detailed Project Report/Master Plan-cum-Feasibility Report.

Station redevelopment projects are complex in nature and require detailed techno-economic feasibility studies and statutory clearances from local bodies. Therefore, no time frame can be indicated.