

1	2	3	4	5
6.	Guriya-Marwar & Karjoda-Palanpur (49)	247	132	156
7.	Nimuch-Chittaurgarh (56)	260	0	125
8.	Phulera-Degana(109)	600	0	290
9.	Rani-Keshavganj (60)	318	187	40
10.	Rani-Marwar Jn. (55)	336	21	105
11.	Swaroopganj-Abu Road (25)	165	119	10

(b) Doubling of Phulera-Degana section has been already included in Railway Budget 2015-16 and an allotment of ₹ 290 crore has been made for 2016-17. Doubling between Jodhpur (Rai Ka Bagh) to Degana (145 kms) has not been sanctioned.

(c) Jodhpur-Bhagat Ki Kothi-Luni (31.53 kms) double line exists. Doubling of Luni-Pali (Pali Marwar) (41.14 kms) has not been sanctioned.

#### **Decline in passenger bookings**

1452. SHRIMATI WANSUK SYIEM: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have witnessed a decline in passenger bookings from 839 crore in financial year 2014 to 818 crore in financial year 2016 with number of passengers travelling in AC First Class falling by 4.1 percent since financial year 2014;

(b) whether Government's move to cap airfares to tier-II and tier-III cities at ₹ 2500/- per flying hour will further erode market share of Railways in passenger traffic; and

(c) how Railways intend to cope up with passenger attrition, more so with its compulsion to augment passenger revenue to make provision for wage increase due to Seventh Pay Commission hike?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) During 2015-16, IR booked/carried approximately 815.2 crore passengers as against 839.7 crore in 2013-14, which is 24.5 crore (-2.91%) less than that in the year 2013-14. The percentage decline in the number of passengers travelled in the I AC class was 15.39% in the year 2015-16 when compared with that in the year 2013-14 as the

numbers fell from 3.51 million passengers in 2013-14 to 2.97 million passengers in 2015-16.

(b) Railways and Airlines are not strictly comparable as they serve largely different e-passenger market segments. Indian Railways are lifeline of the nation, carrying 22.53 million passengers per day including 12.34 million suburban passengers during 2014-15. Every day, Railways run around 13098 trains, including 9711 suburban/passenger trains. Railways are more energy efficient and environment-friendly. Despite this there is a long waiting list of passengers in most of the trains. Hence, capping of air fare for tier II and tier III cities at ₹ 2,500 is not likely to impact railway share in passenger traffic.

(c) In order to improve passenger traffic, various measures have been undertaken to increase availability of train accommodation within the capacity constraints viz. introduction of new trains/Special/Suvidha trains, enhancement of the composition of more popular trains, attachment of extra coaches in the existing trains etc., introduction of Alternate Train Accommodation Scheme known as VIKALP on pilot basis to provide confirmed accommodation to waitlisted passengers in the alternate trains based on the choice exercised by them. Also, ticket dispensing capacity has been augmented through online ticketing, mobile ticketing, Automatic Ticket Vending Machines (ATVM) and ticketing agents like Jan Sadharan Ticket Booking Sewaks (JTBS), Station Ticket Booking Agents (STBA), Yatri Ticket Suvidha Kendra (YTSK) etc.

**Gap between level of carriage door and height of platforms at railway stations**

1453. SHRI MAJEED MEMON: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways are aware of the fact that the gap between the levels of railway passengers' carriage door and the height of the platforms at railway stations is wide enough and in some cases, more than 1½feet;

(b) whether it is a fact that this gap not only causes inconvenience to the passengers but endangers their lives also;

(c) whether Mumbai Central Station has the same problem and thus, causes anxiety to the passengers, especially of Delhi-Mumbai Rajdhani Express while alighting; and

(d) the remedial measures taken by Railways to abridge the gap?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (d) Platforms of different levels viz. rail level, medium level and high level are provided as per prescribed schedule of dimensions at various categories of