

(d) and (e) Anaerobic digestion process is applied for the digestion of human excreta in the bio-toilets that are being fitted in passenger coaches of Indian Railways. No human excreta is thrown out on the railway track from a bio-toilet fitted in trains. In these bio-toilets, which are fitted below the coach floor underneath the lavatories, the human waste is collected from toilet and is acted upon by a colony of anaerobic bacteria that convert human waste mainly into water and bio-gases (mainly Methane CH<sub>4</sub> and Carbon Dioxide CO<sub>2</sub>). The gases escape into the atmosphere and waste water is discharged after disinfection onto the track. Human excreta thus do not fall on the railway tracks.

#### **Tatkal quota**

2041. SHRI SANJAY SETH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Ministry has devised any policy to determine the Tatkal quota in each class of every train;

(b) if so, the details thereof and whether such quota is decided at the level of Railway Board or at the Zonal level;

(c) whether it is a fact that such Tatkal quota is increased during the seasons of peak demand, if so, the rationale therefor; and

(d) the earning of Railways from such Tatkal quota during the last three years, the Zone-wise details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (c) Powers for earmarking of Tatkal accommodation in different classes have been delegated to zonal Railways, keeping in view the utilization pattern in the class of travel during the last six month period and availability of accommodation subject to maximum Tatkal quota (upto 30% of capacity of coach). Earmarking of Tatkal quota and its review based on utilization is a continuous and ongoing process.

In case of trains where although average utilization of Tatkal accommodation is low and yet there is demand during certain specific periods, zonal Railways can earmark Tatkal accommodation upto the maximum limit for those specific periods.

(d) The zone-wise details of earnings from Tatkal charges and dynamic fare (in case of Premium Tatkal) during the last three years are given in the Statement.

**Statement**

*The zone-wise details of earnings from Tatkal Charges and Dynamic Fare  
(in case of Premium Tatkal)*

(in ₹)

Railway	2013-14	2014-15	2015-16
Central	1528339276	1678288524	1902480578
Eastern	580377174	642603535	808308168
East Central	663679981	709557932	802910766
East Coast	451604117	488812283	557562228
Northern	2589699299	2831920833	3182735825
North Central	121034733	179072970	223454712
North Eastern	353344069	377182267	452319129
Northeast Frontier	289581736	307646254	400481931
North Western	522988794	574794287	658652046
Southern	1866973657	1919417770	2056910710
South Central	904147314	981618363	1141529184
South Eastern	554110502	632399294	737292377
South East Central	209305402	208144780	249638657
South Western	706218922	779322791	898147696
Western	1410454098	1501121952	1637183049
West Central	177476429	219540829	294278884
Konkan	34011295	31929998	35505229

**Uday double decker train**

2042. SHRI T. G. VENKATESH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways are introducing Uday Double Decker train to run from Vijayawada to Visakhapatnam, if so, the details thereof;

(b) whether any proposal has been received regarding modification of the train running from night journey to day journey, if so, the details thereof; and

(c) the stand of the Ministry in this regard?