

and 30% of basic fare for all other classes subject to minimum and maximum charges. However, unreserved class of Special trains on special charges is charged at par with the second class superfast Mail/Express fares.

- (ii) Suvidha trains with variable fares run over and above the normal time-tabled trains to meet surge in demand during peak seasons, holiday seasons and festivals. Under this scheme, minimum fare of Suvidha trains is equal to Tatkal fare applicable for the class of accommodation for initial 20% of the berths and thereafter the fare increases for subsequent slabs of 20% of seats/berths booked subject to maximum three times of the Tatkal fare.
- (iii) Permanent and temporary augmentation of coaches on trains based on demand /waitlist.
- (iv) Increase in number of RAC berths in trains to facilitate more passengers to travel in reserved coaches.

Apart from above, evaluation of various alternatives relating to rationalisation of passenger fare structure is an on-going process. Recently, in case of new trains such as Humsafar and Antyodaya due to higher capital cost and various additional facilities provided, higher fare has been fixed. In Humsafar trains, the fare has been fixed at 1.15 times the basic fare of AC 3-Tier superfast Mail/Express for the first passenger block of 50% and thereafter a 10% increase for every 10% increase in the passenger block for the remaining 50%. The fares of fully unreserved Antyodaya trains have also been fixed 15% higher in base fare than Mail/Express trains.

#### **Increase in passenger and freight traffic**

3472. SHRI RAM KUMAR KASHYAP: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that over the last 64 years, the traffic of both passengers and freight over the Railways network has increased by 1344 per cent and 1642 per cent respectively, but the route kilometres has grown by only 23 per cent;
- (b) if so, the reasons for this sluggish rail network expansion;
- (c) whether the growth of passenger and freight traffic has put undue burden on the existing infrastructure, leading to safety compromise and severe congestion; and
- (d) if so, the measures taken to expand the rail infrastructure?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Yes, Sir. The increase in passenger and freight traffic *vis-a-vis* Route Kilometrage on Indian Railways over the last 64 years i.e. over the period from 1951-52 to 2015-16, in absolute terms as well in percentage is tabulated below:

	1951-52	2015-16	Absolute increase	%age increase
No. of Passengers (Millions)	1208	8107	6899	571.1 %
Freight Loading (Millions)	76.2	1101.51	1025.31	1345.6 %
Route Kilometres (in unit)	53661	66687	13026	24.3 %

(b) The reasons for sluggish rail network expansion are non-availability of funds, which is the greatest impediment, problems in land acquisition, delay in getting clearances viz. Environment, Wildlife etc. and inappropriate and untimely response from the State Governments.

(c) No, Sir. Each department defines its own safety parameters for assets installed and used on Indian Railways and monitors and maintains the parameters in the safe limit as defined. These safety limits are codified in manuals and assets are maintained as per laid down protocol. The operations are done as per G&SR (General and Subsidiary Rules). Concerted efforts are made for safe movement of trains as well as safety of passengers in trains and all possible steps are undertaken on a continual basis to prevent accidents and to enhance safety. However, 722 out of 1216 sections of Indian Railways have line capacity utilization above 80%.

(d) Indian Railways have taken following measures to expand the rail infrastructure on congested routes. This includes:

- (i) Sanction of about 12,600 km of Doubling/3rd and 4th line to overcome the problem of Congestion over high density network in the last three years i.e. 2015-16, 2016-17 & 2017-18.
- (ii) Higher fund allotment for projects. The Capital expenditure for Railways has been increased from ₹ 58,718 crore in 2014-15 to around ₹ 93,795 crore in 2015-16. ₹ 1,21,000 crore has been provided in Budget 2016-17 and a plan size of ₹ 1,31,000 crore has been kept for 2017-18.

- (iii) Delegation of Powers to the field officers for tenders and estimates: The zonal railways have now been delegated full powers with respect to works contracts. Full power has been given to General Managers of Zonal Railways with respect to sanctioning of estimates. This has also resulted in cutting down time for estimate sanctions and tenders.
- (iv) Institutional financing by tying up loan with M/s Life Insurance Corporation of India Limited for ₹ 1.5 lac crore for assured funding of viable projects has increased Railways' capacity for committed fund provision for essential projects.
- (v) Further, to strengthen capacity augmentation over Indian Railways, 166 New Line Projects covering a length of 18,592 kms, 39 Gauge Conversion Projects of 8,470 km and 253 Doubling Projects covering a length of 21,337 km have been sanctioned as on 1.4.2016. Besides, two Dedicated Freight Corridors (DFC), i.e. Western DFC (Jawaharlal Nehru Port to Dadre-1504 km.) and Eastern DFC (Ludhiana to Dankuni-1856 km) have been taken up for implementation.

**Derailment as cause of train accidents and casualties**

3473. SHRI RAM KUMAR KASHYAP: Will the Minister of RAILWAYS be pleased to state:

- (a) whether derailment is the second highest reason for consequential train accidents and casualties, the details thereof;
- (b) the total number of train accidents occurred between 2003-04 to 2016-17 and how many of those accidents were due to derailment;
- (c) whether reasons for derailment is defect in the track/rolling stock;
- (d) the steps taken to maintain tracks in safe and fit condition;
- (e) the laid down safety standards of rail tracks;
- (f) the total track length and how many kilometers of tracks should be renewed annually; and
- (g) the total track length renewed during the last five years, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) and (b) Yes, Sir. There were 2377 consequential train accidents (including