

(c) and (d) During the period from September, 2016 to June, 2018, Railways has been benefited by an additional earnings of approximately ₹1500 crore due to flexi fare.

However, Railways and Airlines are different modes of transport system, which are not comparable in the terms of volume as well as convenience. There is no fixed maximum limit of fare in Airlines whereas Railways have fixed maximum fare throughout the year. Hence Railways fare may or may not be higher than the air fare depending upon the class of travel as well as the peak or lean periods. It is the choice of the passengers to opt either Railway or Airlines for travelling as per their convenience. Alternative train services on normal fare structure are also available over Indian Railways on the routes of most of the Rajdhani, Shatabdi and Duronto trains.

**Additional revenue generated due to implementation of flexi-fare**

2857. SHRIMATI SHANTA CHHETRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether implementation of flexi-fare has resulted in additional pressure on passengers' pocket;

(b) whether there has been an increase in revenue generated for Railways and if so, the details of increase in percentage; and

(c) whether flexi-fare implementation and additional revenue generated, if any, has led to better safety standards and passengers comforts and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Under flexi fare scheme, first 10% berths are sold on normal fare, thereafter fare increases by 10% with every 10% of berths sold, subject to maximum limit of 1.5 times in classes Second AC, Sleeper, AC Chair Car and 1.4 times in 3rd AC class. No change has been made in the fare of 1st AC and Executive class.

(b) Yes, Sir. An analysis of earnings in trains having flexi fare, during the period from 9th September, 2016 to 30th June, 2018 has revealed that there has been an increase of 19.22% in the earnings as compared to corresponding period of 9th September, 2014 to 30th June, 2016 (Non-flexi period).

(c) It is a continual endeavour of Indian Railways (IR) to improve safety features and passenger amenities in train coaches. Some of the measures undertaken recently in this regard are:

1. **New premium services and coaches:** Various premium services like Humsafar, Tejas, Antyodaya, UDAY, Mahamana, Gatimaan and coaches like Deen Dayalu and Anubhuti, which have improved passenger amenities, have been introduced in service.
2. **Project Swarn:** IR has launched Project Swarn with the objective of significantly improving the passenger experience in premium train services. In total, 14 Rajdhani and 15 Shatabdi trains will be covered. Work in 12 Rajdhani and 14 Shatabdi trains has already been completed.
3. **Project Utkrisht:** Two rakes of Shan-e-Bhopal Express (Train No. 12155/12156) have been upgraded at division level. Upgradation of 140 rakes in divisions on lines of Shan-e-Bhopal Express has been taken up from 2018-19 onwards under Project Utkrisht.
4. **Proliferation of Linke Hofmann Busch (LHB) coaches:** IR has decided to proliferate Linke Hofmann Busch (LHB coaches), which are technologically superior and have better riding, aesthetics and safety features. The manufacture of coaches of LHB coaches over the last 3 years has been increased. It has been decided that the Production Units of IR would be manufacturing only LHB coaches from the year 2018-19 onwards.
5. **Fire retardancy in coaches:** It is a continual endeavour of IR to improve fire retardancy in coaches by providing fire retardant furnishing materials in coaches. A parameter called Heat Release Rate has been added in the material specification of all major interior furnishing materials as per latest European norms, in order to improve fire safety in coaches.
6. **Safety in newly manufactured coaches:** Instructions have been issued to Production Units for provision of following in all newly manufactured coaches:
  - (i) Fire detection and suppression system in all newly manufactured Power Cars and Pantry Cars.
  - (ii) Fire and Smoke detection system in all newly manufactured Air-Conditioned (AC) coaches.
  - (iii) Fire extinguishers in all newly manufactured non-AC coaches (in addition to AC coaches).

(iv) Provision of Double Acting doors in all newly manufactured AC coaches.

7. Safety in existing coaches: Steps have been taken to improve safety features in existing coaches also. In this direction, safety features like fire and smoke detection system, tire detection and suppression system and fire extinguishers in non-AC coaches and Double Acting doors in AC coaches will be provided on identified class of coaches in a progressive manner.

#### **Funds for Bullet train project**

2858. SHRI T. RATHINAVEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government has asked the Railways to borrow funds required for the Bullet train project from the market and not expect it as additional gross budgetary support from the budget;

(b) if so, the details thereof;

(c) whether it is also a fact that the National High Speed Rail Corporation requires around ₹10,000 crore this year, mainly for land acquisition;

(d) whether it is also a fact that this was part of Government of India's commitment towards the ₹1.08 lakh crore mega projects; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) and (b) No. Sir.

(c) Yes, Sir.

(d) and (e) Yes, Sir. The Mumbai-Ahmedabad High Speed Rail (MAHSR) Project is a joint project of Government of India, Government of Gujarat and Government of Maharashtra. For its execution, a Special Purpose Vehicle (SPV), namely, National High Speed Rail Corporation Limited (NHSRCL) has been formed with a share capital of ₹20,000 crore with 50% share of Government of India and 25% each of Government of Gujarat and Government of Maharashtra respectively. Approximately 81% of the cost of project is to be funded through a soft loan agreed by Government of Japan.