

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Rail Coach Factory, Kapurthala (RCF) manufactured Integral Coach Factory (ICF) designed passenger coaches, Linke Hofmann Busch (LHB) designed passenger coaches, Self Propelled Mainline Electric Multiple Unit (MEMU) coaches, Pantry Car coaches and Power car coaches etc. during the last three years.

(b) No, Sir.

(c) Question does not arise.

Rail eco-tourism and Nilgiri Mountain Rail Service

2700. SHRI VINAY DINU TENDULKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government is preparing any scheme for rail eco-tourism;

(b) if so, the details thereof and if not, the reasons therefor;

(c) the amount spent for Nilgiri Mountain Rail service and the amount of income earned during the last three years along with the details thereof;

(d) whether Government proposes to compensate the loss being caused to this heritage service; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) and (b) Presently, there is no separate scheme/plan regarding Rail eco-tourism on Indian Railways. However, certain eco-tourism destinations like Ooty, Munnar, Thekkady, Thenmala, Courtallam, Mudumalai etc. are covered as part of tour packages operated by Indian Railway Catering and Tourism Corporation (IRCTC).

(c) The amount spent for Nilgiri Mountain Rail Service and the amount of income earned by Indian Railways during the last three years is as under:—

Period	Earnings (D in crore)	Expenditure (D in crore)
2015-16	1.89	22.34
2016-17	1.99	26.74
2017-18	1.82	28.00

(d) and (e) Nilgiri Hill Railway is a UNESCO World Heritage Site and Indian Railways operates Nilgiri Mountain Rail Service for facilitating tourists of this

catchment area. Though Indian Railways incurs losses on operation of this service, there is no proposal to compensate the losses incurred on operating this heritage service.

Revision of flexi fare scheme

2701. SHRI D. KUPENDRA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have implemented flexi fares for premier trains which has drawn criticism from various quarters;

(b) if so, the details thereof along with the names of the trains in which flexi fares were introduced;

(c) whether Railways have taken any decision to scrap/withdraw or revise the flexi fares in these trains; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (d) Flexi fare scheme has been introduced in Rajdhani, Shatabdi and Duronto trains from 09.09.2016. Under this scheme, the fare increases by 10% with every 10% of berths sold subject to maximum limit of 1.5 times in classes Second AC, Sleeper, Second Sitting (reserved), AC Chair Car and 1.4 times in 3rd AC class. No change has been made in the fare of First AC and Executive class.

Based on the feedback from different quarters, a committee was constituted to review the flexi fare scheme and based on certain recommendations of the committee, Flexi fare scheme in Rajdhani, Shatabdi and Duronto Trains has been rationalized as under:—

- (i) Flexi fare scheme has been discontinued from 15 trains, with average monthly occupancy less than 50%, for full year and from 32 trains, with average monthly occupancy between 50 to 75%, during pre-defined lean period of 3 months (February, March and August).
- (ii) Maximum cap of flexi fare scheme has been reduced to 1.4 times in all flexi fare applicable classes.
- (iii) Graded discount has been introduced in flexi fare trains and Humsafar trains, where class-wise occupancy is less than 60%, 4 days prior to scheduled departure of the train as under:—