

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:—

Occupancy	Discount
Up to 70%	20% on last fare
70 to 80%	10% on last fare
Above 80%	Nil

The above changes have been implemented for the journey commencing on 15.03.2019 and onwards.

Introduction of jerk-free journey

2702. SHRI MOHD. ALI KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways is planning to introduce jerk-free journey for passengers, with modern fittings;

(b) if so, the details thereof; and

(c) whether all the trains would be fitted with this modern equipment or only specific trains are to be fitted with this equipment?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Yes, Sir. Indian Railways (IR) is committed to provide a comfortable jerk free journey to its passengers and endeavours to achieve that with the use of better technology continuously.

(b) To minimize the effect of jerks and to improve riding comfort for passengers, IR has introduced new design Centre Buffer Couplers (CBC) with Balanced Draft Gear (BDG) as per specification prepared by Research Designs and Standards Organisation (RDSO)/Lucknow.

(c) It has been decided to proliferate CBCs with BDG on all the Mainline passenger coaches of Indian Railways. All new Mainline passenger coaches are being manufactured with CBCs having BDG. In this direction, sanction under Rolling Stock Programme for 100% replacement of the old design CBCs with new design CBCs with BDG has also been taken. The work is under progress at Zonal Railways.

Introduction of Samanta Express

2703. DR. BANDA PRAKASH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways plan to run Samanta Express, a special train to mark the