

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

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) and (b) With a view to providing world class services to travelling passengers, Indian Railways are examining various options, including private participation in passenger carrying trains.

(c) to (e) Do not arise.

Restarting of train service from Etah to Agra

†2337. SHRI HARNATH SINGH YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether a superfast/fast passenger train was started from Etah district headquarter to Agra five years ago after movements/agitations by the people of Etah district of Uttar Pradesh;

(b) if so, the reasons that led to discontinuation of the said train after some days thereby ignoring the public interest;

(c) whether the superfast/fast passenger train connecting Etah district headquarters to Agra would be restarted keeping in view the public interest; and

(d) if so, by when and if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) and (b) 04191/04192 Agra Fort-Etah Fast Passenger Special (Daily) was started on experimental basis Ex-Agra Fort on 21.03.2016. However, due to poor occupancy, operation of this special train was discontinued w.e.f. 01.11.2017

(c) and (d) Owing to operational and resource constraints, at present, there is no proposal to operate any special or regular train service between Etah and Agra.

Subsidy on railway tickets

†2338. SHRI HARNATH SINGH YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) the details of subsidy given to the passengers on railway tickets by Railways during the last three years, year-wise;

(b) the percentage of fares collected by Railways from rail passengers and subsidy provided on each ticket; and

†Original notice of the question was received in Hindi.

(c) whether Government is considering to bring any changes in the mechanism of giving subsidy to the passengers on tickets and if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) Indian Railways is committed to offer affordable transportation solution to the impoverished section of the society and therefore, the passenger fares have traditionally been kept at low level particularly for second class ordinary and suburban passengers which constitute about 78% of the total passenger traffic. Indian Railways carries out certain transport activities which are uneconomic in nature and are carried out in the larger interest of the country. The tariff policy on Indian Railways has traditionally been one of restraint with regard to increase in passenger fare. Indian Railways continues to incur losses every year by performing a variety of un-remunerative services. These losses are mostly due to (i) Low ordinary second class fare, (ii) Low Suburban and non-suburban season ticket, and (iii) a variety of concessions granted on passenger ticket. Working of uneconomic branch lines, too, imposes a heavy burden on Indian Railways' finances. A gap is thus created between the revenue income generated through these service and their costs. The overall losses incurred on coaching operation services during last three years are as under:—

Year	Over all losses in coaching services
2015-16	₹ 35918 Cr.
2016-17	₹ 39565 Cr.
2017-18	₹ 47691 Cr.

(b) Around 47% of fare is borne by the common citizens of the country and only 53% of fare is collected by Indian Railways from rail passengers.

(c) Evaluation of various alternatives relating to rationalization of passenger fare is an on-going process. Indian Railways have given an option to Senior Citizen passengers to voluntarily give up 50% or 100% of the concession. This 'give up' concession scheme has the effect of increasing the earnings of Railways.

Unfinished rail projects in West Bengal

2339. SHRI RITABRATA BANERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a large number of projects related to the State of West Bengal, announced from 2009 to 2011 are lying unfinished; and