

trains have been taken for Flexi Fare. This concept has not been extended on the other regular train services.

Though no specific survey for this purpose was conducted, based on the feedback from different quarters including from Members of Parliament and general public, a committee was constituted to review the Flexi Fare scheme. Based on the committee's recommendations and other representations, the matter has been examined and Flexi Fare scheme has been rationalized w.e.f 15.03.2019 on an experimental basis as under:-

- (i) Discontinuation of Flexi Fare scheme (Rajdhani, Shatabdi and Duronto Express trains) from 15 trains fully and from 32 trains during pre defined lean period of 3 months (February, March and August). Maximum cap of Flexi Fare scheme has been reduced to 1.4 times from 1.5 times earlier in all Flexi Fare applicable classes.
- (ii) Graded discount has been introduced in Flexi Fare trains including Rajdhani Express 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

As Flexi Fare Scheme has yielded higher revenue and passengers in Flexi Fare trains have increased when compared to Non Flexi Fare period, therefore at present there is no proposal to withdraw Flexi Fare scheme.

#### **High-speed trains plying through Tamil Nadu**

3127. SHRI TIRUCHI SIVA: Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government has introduced any high-speed trains plying to and from Tamil Nadu over the last five years, and if so, the details thereof;
- (b) whether Government plans to increase the connectivity of high-speed trains across the country; and
- (c) if so, the details of the budgetary allocation thereof?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (c) Government has sanctioned only High Speed Rail between Mumbai and Ahmedabad of 508 km with the estimated cost of ₹1,08,000 crore. The project is targeted for completion in 2023.

**Replacement of obsolete equipments**

3128. SHRI B.K. HARIPRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that most of the equipments used by Railways are now obsolete and need immediate replacement; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) and (b) No, Sir. Updation and replacement of equipments in use over Indian Railways including obsolete and overaged equipments, is a continuous process and undertaken regularly based on its condition, operational needs and availability of resources.

**Railway projects in the States of Andhra Pradesh and Telangana**

3129. DR. T. SUBBARAMI REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) the total length of new railway lines laid in Andhra Pradesh and Telangana in the last five year;

(b) the number of pending projects and ongoing projects in the two States;

(c) the number of projects that are held up due to token allocation of funds; and

(d) by when the pending projects in the two States would be completed?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (d) 258.1 km. New Line in Andhra Pradesh and 134.6 km. New Line in Telangana has been laid in last five years.

As on 01.04.2019, 17 New Line projects covering a length of 2027.44 km., costing ₹25599.42 cr. falling fully/partly in the State of Andhra Pradesh are in different stages of planning/sanction/execution, out of which 186 km length has been completed and an expenditure of ₹2834.99 cr. has been incurred till March 2019. Further, 9 New Line