

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
STARRED QUESTION NO. 446  
TO BE ANSWERED ON 24.07.2019**

**FLEXI FARE SYSTEM**

**†\*446. SHRI PANKAJ CHAUDHARY:**

**Will the Minister of RAILWAYS be pleased to state:**

**(a) whether people are preferring to travel by flights instead of trains due to higher fares in trains having flexi fare system and if so, the details thereof;**

**(b) whether the number of passengers in the passenger trains with flexi fare system has declined;**

**(c) if so, the details thereof along with the number of seats/berths booked in such trains as per their passenger capacity and the seats/berths that remained vacant since the inception of flexi fare scheme, till now, year-wise;**

**(d) whether the Government is likely to start normal ticket pricing fixation system after discontinuing the flexi fare system in view of its failure; and**

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

**ANSWER**

**MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY**

**(SHRI PIYUSH GOYAL)**

**(a) to (e): A Statement is laid on the Table of the House.**

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 446 BY SHRI PANKAJ CHAUDHARY TO BE ANSWERED IN LOK SABHA ON 24.07.2019 REGARDING FLEXI FARE SYSTEM**

**(a) to (c): Flexi fare is applicable to only 141 number of trains out of 13452 trains as on date and in only AC 2 Tier, AC 3 Tier, AC chair car, sleeper and second class (reserved). Out of these 141 trains, flexi fare is applicable in 32 trains for nine months only.**

**Railways and Airlines are different modes of transport, which are not comparable in the terms of volume, connectivity as well as convenience.**

**There is no fixed maximum limit of fare in Airlines whereas Railways have fixed maximum fare throughout the year. Airline fare varies significantly depending on time of operation, stoppages, travel duration, Origin – Destination pair, carrier etc. Railways' fare may or may not be higher than the air fare depending upon the class of travel as well as factors like peak/ lean periods. It is the choice of the passengers to opt either for Railway or Airlines as per their convenience and requirement.**

**(i). Alternative train services on normal fare structure are available over Indian Railways on the routes of Rajdhani, Shatabdi and Duronto trains.**

**(ii). Railway also serves a large number of passengers boarding/de-boarding at intermediate stations.**

**(iii). The average occupancy of all reserved accommodation including routes of flexi fare trains during 2015-2016 (Non-flexi period) was 101.15% which has gone up to 105.80% in 2017-18 (Flexi period).**

**This shows that overall there has been no loss of traffic by Indian Railways to other mode of transport like Airlines.**

**Number of passengers booked in the trains having flexi fare has registered an increase of 0.95% for the period September 2016 to August 2018 (Two full year Flexi Fare period before rationalization of**

the scheme) as compared to corresponding period of previous years (Two full year non Flexi Fare period). Further, overall occupancy of Rajdhani, Shatabdi and Duronto trains has registered a continuous increase since the inception of Flexi Fare. The details are as follows:

<b>Financial Year</b>	<b>% Age Occupancy of Flexi Fare Trains</b>
<b>2016-17 (Sept to March)</b>	<b>81.36</b>
<b>2017-18</b>	<b>83.56</b>
<b>2018-19</b>	<b>86.53</b>
<b>2019-20 (upto June)</b>	<b>97.01</b>

(d) & (e): Presently there is no proposal to discontinue Flexi Fare scheme. The scheme since its inception has generated an additional earnings of ₹2426 crores up to June 2019. However, based on the feedback from different quarters a committee was constituted to review the flexi Fare scheme. Further, based on the committee's recommendations and other representations, the matter has been examined and Flexi fare scheme in Rajdhani, Shatabdi and Duronto trains has been rationalized with effect from 15.11.18 for journey commencing from 15.03.2019 on an experimental basis as under:-

(i). Discontinuation of Flexi fare scheme from 15 trains for full year and from 32 trains during pre defined lean period of 3 months (February, March & 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:-

<b>Occupancy</b>	<b>Discount</b>
<b>Up to 70%</b>	<b>20% on last fare</b>
<b>70 to 80%</b>	<b>10% on last fare</b>
<b>Above 80%</b>	<b>Nil</b>

**After this rationalization, both number of passengers and earnings from the trains having flexi fare have increased as compared with the corresponding period of previous years as under:**

<b>Period</b>	<b>Actual Passengers (In Lakh)</b>	<b>Actual Earnings (In Crore)</b>
<b>15.03.2019 to 30.06.2019</b>	<b>105.21</b>	<b>1687.19</b>
<b>15.03.2018 to 30.06.2018</b>	<b>97.06</b>	<b>1617.44</b>

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