

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2520
TO BE ANSWERED ON 16.03.2022**

VANDE BHARAT SUPERFAST EXPRESS TRAINS

2520. SHRIMATI NUSRAT JAHAN RUHI:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government proposes to introduce 400 Vande Bharat Superfast Express trains in the country within the next three years;**
- (b) if so, the year-wise details of routes and tentative fare charts prepared for the Vande Bharat trains;**
- (c) the time by which the infrastructure of the routes and racks are likely to be completed;**
- (d) whether there is any plan for a Public Private Partnership (PPP) model in this regard; and**
- (e) if so, the details thereof?**

ANSWER

**MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

(a) and (b) Presently, 02 pair of Vande Bharat Express namely, 22435/22436 New Delhi-Varanasi Vande Bharat Express and 22439/22440 New Delhi-Shri Mata Vaishno Devi Katra Vande Bharat Express are being operated utilising the rakes available. Operation of more Vande Bharat trains, over Indian Railways network, would be feasible subject to operational feasibility, commercial justification, availability of rolling stock etc.

The Basic fare of AC chair of Vande Bharat Express is 1.4 times of basic fare of AC chair car class of Shatabdi Express and for executive class

1.3 times of the basic fare of executive class of Shatabdi trains. Other charges like reservation fee, Superfast surcharge, catering charge and GST etc as applicable is levied separately.

(c) to (e) Infrastructure for production of Rakes of Vande Bharat is available at Integral Coach Factory(ICF) which is being further augmented to increase rate of production of Vande Bharat. Infrastructure at Modern Coach Factory (MCF) and Rail Coach Factory (RCF) is being created and they should be able to start manufacturing of Vande Bharat during 2022-23. Further, Maintenance, Renewal and Upgradation of track on any section are taken up based on the speed potential of section decided by classification of route. Trains are introduced at Maximum Permissible Speed (MPS) based on the sectional speed of the section depending upon classification.
