

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
STARRED QUESTION NO. 154  
TO BE ANSWERED ON 09.12.2015**

**DYNAMIC RAIL FARE**

**†\*154. SHRI ARVIND SAWANT:  
SHRI KRUPAL BALAJI TUMANE:**

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

- (a) the details of the concept of dynamic rail fare introduced in the Railways;**
- (b) whether the said concept is being extended to all types of trains and if so, the details thereof;**
- (c) the percentage difference in train fare under the said concept as compared to tickets booked in the ordinary way as well as under Tatkal scheme;**
- (d) the additional amount of revenue generated before 2014 and also in 2014-15 through introduction of dynamic train fares; and**
- (e) the safeguards put in place in the said concept to ensure that genuine train traveller is benefited?**

**ANSWER**

**MINISTER OF RAILWAYS**

**(SHRI SURESH PRABHAKAR PRABHU)**

**(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. 154 BY SHRI ARVIND SAWANT AND SHRI KRUPAL BALAJI TUMANE TO BE ANSWERED IN LOK SABHA ON 09.12.2015 REGARDING DYNAMIC RAIL FARE**

**(a) The following type of services are available over Indian Railways on dynamic pricing/variable fare structure.**

**(i). Premium special trains: The concept of premium train services on dynamic fare, over and above the regular train services, was introduced w.e.f 24.12.2013. The fare of Premium special trains on dynamic pricing increases depending upon the demand and availability of accommodation. The base fare of these trains is the normal adult fare applicable for the trains plus the tatkal charges and the fare can increase based on demand intensity subject to a prescribed maximum limit. The dynamic fare of the premium trains increases proportionate to the increase in Actual Demand Intensity as compared to the Normal Demand Intensity.**

**(ii). Suvidha special trains: With effect from 01.07.2015, Suvidha trains have been introduced in place of Premium trains for meeting demand peaks as may arise from time to time during summer, winter, festivals and on other occasions. Minimum fare of Suvidha trains is equal to Tatkal fare applicable for the class of accommodation for initial 20% of the berths and thereafter the fare increases for subsequent slabs of 20% of seats/berths booked subject to maximum three times of the Tatkal fare.**

**(iii) Premium Tatkal quota: With effect from 01.10.2014, in some of the selected trains identified by Zonal Railways which are most in demand, 50% of the existing accommodation under Tatkal Quota has been earmarked as Premium Tatkal Quota and is being booked on dynamic pricing. This is a distance-slab based fare scheme where the fare**

increases by 20% after each slab of 10% berths are sold subject to maximum three times of tatkal fare.

(b) At present, there is no proposal to extend the concept of dynamic fare/variable fare system on all types of trains.

(c) The basic fares for normal Mail/Express trains and Tatkal charges, for e.g., in a representation case for 1000 Kms for 2<sup>nd</sup> AC, 3<sup>rd</sup> AC and Sleeper classes are as under:-

<b>Class</b>	<b>Fare for Normal Ticket (Amount in ₹)</b>	<b>Fare for Ticket under Tatkal scheme (Amount in ₹)</b>	<b>% difference of fare (Amount in ₹)</b>
<b>2<sup>nd</sup> AC</b>	<b>1683</b>	<b>2083</b>	<b>23.77%</b>
<b>3<sup>rd</sup> AC</b>	<b>1156</b>	<b>1503</b>	<b>30.01%</b>
<b>Sleeper class</b>	<b>439</b>	<b>571</b>	<b>30.07%</b>

The fares for Premium trains/Premium tatkal quotas/Suvidha trains operating on dynamic fare/variable fare structure vary from time to time based on booking pattern. However, minimum fare under such schemes are base fare plus Tatkal charges and maximum fare is three times of base fare plus Tatkal charges.

In all the above cases, other Supplementary charges like reservation charge, superfast charge, service tax etc., as applicable are levied separately.

(d) Additional earnings over and above tatkal earnings due to running of premium special trains, Suvidha special trains and premium tatkal quota in identified trains on dynamic pricing/variable pricing are as under:-

<b>Period</b>	<b>Additional earnings over tatkal fare</b>
<b>Before 01.04.2014</b>	<b>1.48 crores</b>
<b>2014-15</b>	<b>121.35 crores</b>

**(e) The aim and objective of introducing trains with dynamic fares/variable fares is to provide rail-users the facility of travelling at short notice by paying higher fares during specific periods when there is heavy rush.**

**The travellers have the option of travelling in regular Mail/Express and passenger trains by paying the normal fare. Indian Railways caters to various segments of the travelling public and, accordingly, operates different types of time tabled services like suburban services, passenger services and Mail/Express services, which includes Rajdhani, Shatabdi, Duronto, Yuva and Garib Rath services etc.**

**Premium trains, Suvidha trains are run as additional services over and above the time-tabled trains during peak seasons. They do not displace the regular services but complement them by providing a facility for travel at short notice by paying higher fares. Also maximum fare for tickets under dynamic/variable fare scheme has been applied to ensure the fare does not go beyond a limit.**

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