

(c) At present, there is no proposal to extend Electric Multiple Unit (EMU) upto Dahanu Road due to operational and resource constraints.

Anti-collision device

†2779. SHRI SATYAVRAT CHATURVEDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that trains stop automatically before collision if they are fitted with anti-collision device;

(b) the time when the decision to introduce anti-collision device in the trains was taken;

(c) the number of trains equipped with anti-collision device and the amount spent on them per train; and

(d) the time by when this device would be installed in the remaining trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) Yes, Sir. A successful design of Anti-Collision Device is meant to either slow down a train or to stop it depending upon the nature of conflict it senses.

(b) Concept and prototype of Anti Collision Device (ACD) was developed by Konkan Railway in December, 1999. Though the concept was developed in December, 1999, first field trial of Prototype ACD was conducted in a small section *i.e.* Malda-Kumedpur section of Northeast Frontier (NF) Railway in January, 2001.

(c) ACD has been implemented as a pilot project covering 548 Locomotives on non-electrified section of Northeast Frontier Railway (NFR) as a pilot project. Expenditure to the tune of ` 95 crores has been incurred till March, 11 on the Anti Collision Device (ACD) provided.

(d) Based on the experience of the NFR, the specifications and design configuration were revised and the system as evolved was tried on the electrified multiple lines automatic signalling section of the Southern Railway in 2010-2011. Operational and technical problems noticed in Southern Railway trials are being looked into and a new ACD Version-II after successful validation and certification will undergo extensive conformity trials once again.

Electrification of Delhi-Rohtak railway line

2780. SHRI KISHORE KUMAR MOHANTY: Will the Minister of RAILWAYS be pleased to state:

(a) whether electrification of Delhi-Rohtak railway line is moving at a snail's pace;

(b) if so, the reasons therefor;

†Original notice of the question was received in Hindi.

(c) whether there is heavy pressure of passenger traffic on Delhi-Rohtak rail route and the trains get jam packed with passengers and travel becomes a nightmare for passengers;

(d) the time by when electrification of Delhi-Rohtak route is likely to be completed; and

(e) by when EMU and MEMU would be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) and (b) No, Sir. Electrification work of Delhi-Rohtak railway line has been completed except Rohtak yard where final testing is in progress.

(c) At present, on an average approximately 16092 passengers travel daily from various stations in Delhi area towards Rohtak.

(d) The entire section has been planned for completion by March'2012 after inspection by Commissioner of Railway Safety.

(e) At present, there is no proposal to start EMU and MEMU services on Delhi-Rohtak section.

Privatisation of certain railway services

2781. SHRI PRAVEEN RASHTRAPAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways have switched over to privatisation in certain sectors such as pantry, cleaning of railway compartments and also railway tracks, etc.;

(b) if so, the details thereof, zone-wise;

(c) the procedure *vide* which contracts were given for privatisation; and

(d) the manner in which wages are regulated?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) to (c) The management of catering services on Indian Railway is done departmentally and through private licensees. At present out of 297 pantry cars, 263 pantry cars are being managed by private licensees. Zone-wise details of pantry cars operated by private licensees is given in the Statement (See below). Pantry car licenses are awarded by adopting the process of open, competitive, two-packet tender system.

For cleanliness of railway compartments, railways have outsourced certain activities like mechanized cleaning of coaches in the coaching depots, limited mechanized cleaning attention to identified trains during their scheduled stoppage enroute at nominated Clean Train Stations, On Board House Keeping Services in trains, Linen Washing and Pest and rodent control arrangements in coaches. These have been outsourced to professional