

(a) whether it is a fact that Railways grant concession in freight in respect of ordinary iodized salt;

(b) if so, the details thereof; and

(c) whether Railways propose to grant similar concession in freight in respect of refined salt so that salt manufacturers of Gujarat, who are meeting country's major requirement, can survive?

THE MINISTER OF STATE IN MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) to (c) Yes, Sir. As compared to other essential commodities such as foodgrains (class-130), salt is classified at a lower rate (at class-110). In order to further cushion the impact of railway freight on the price of salt as applicable to the common man, a distance-based, graded freight concession scheme exists in the case of booking of ordinary non refined salt meant for human consumption (both iodized as well as salt meant for iodization) as under:-

Distance (Km)	Concession on normal freight rates.	Minimum freight
1-1000	Nil	As applicable.
1001-1600	10%	Not less than the freight for distance 1000 Kms.
1601-2200	15%	Not less than the concessional freight for distance 1600 Kms.
2201-3000	20%	Not less than the concessional freight for distance 2200 Kms.
3001 and above	25%	Not less than the concessional freight for distance 3000 Kms.

There is no proposal to extend this concession scheme to refined salt, free flow salt, branded vacuum salt etc. at present.

Railway safety devices and systems

2287. SHRI ARVIND KUMAR SINGH:

SHRIMATI KUSUM RAI:

SHRI PRABHAT JHA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether as per the recent report of CAG Government has failed to equip Railways with Anti-Collision Device (ACD), Auxiliary Warning System (AWS), European Train Control System (ETCS) and Train Protection and warning System (TPWS);

- (b) if so, the details thereof and the reaction of Government thereto;
- (c) the details of trains and railway lines equipped with ACD, AWS, ETCS and TPWS, so far, zone-wise;
- (d) the details of trains and railway lines still awaiting these devices to check accidents; and
- (e) the time-frame within which all trains and routes would be equipped with aforesaid devices?

THE MINISTER OF STATE IN MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) to (c) No, Sir. CAG in its report has generally commented upon the performance of pilot projects of ACD & TPWS.

Development of safety systems involves verification, validation and certification of performance against stringent safety parameters.

ACD being a Research and Development project, through constant review of its performance, operational and technical improvements for improving its working to meet stringent safety parameters is necessary.

Anti-Collision Device (ACD) developed by Konkan Railway Corporation Limited (KRCL) has been deployed as a pilot project on 1736 route kilometers and 548 Locomotives on Katihar -Kumedpur - New Jalpaiguri - Guwahati - Lumding - Tinsukia - Dibrugarh -Ledo and Kumedpur - Malda sections and it has been in service trials since 2006.

Based on the experience of the North East Frontier Railway (NFR), to improve reliability and dependability of ACDs and to test its functioning on multiple lines as well as electrified routes, 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. Complex operational and technical issues observed during both the trials are being attended to by KRCL in an improved version of ACD.

Pilot project of Train Protection and Warning System (TPWS) on suburban section of Southern Railway, *i.e.* between Chennai Central and Gummidipundi (50 Route Kms) has been commissioned and is in operation since May'2008. For Pilot project of TPWS on Delhi-Agra section (200 Route Kms) of North and Northern Central Railways, commercial trials are in progress on nominated trains.

In the pilot projects of TPWS (ETCS) on Southern and North Central Railways, software and hardware modifications as required have been carried out for customization of the system and for interfacing with train control, brake and signaling system for Indian Railways conditions.

Auxiliary Warning System (AWS) has been provided on Electrical Multiple Unit (EMU) Suburban trains plying on Mumbai suburban sections of Western and Central Railways and is working satisfactorily.

As an improvement over ACD, action has also been taken by Indian Railways to develop Train Collision Avoidance System (TCAS) through multiple vendors for which Expression of Interest (EoI) was floated and six indigenous firms have been shortlisted.

(d) and (e) Various technologies for provision of Automatic Train Protection Systems are under evaluation for their suitability on Indian Railways. Based upon results of evaluation, the remaining sections of Indian Railways shall be considered for provision of Automatic Train Protection Systems with sanctioning of works and availability of funds.

Issues related to Surat railway station

2288. SHRI BHARATSINH PRABHATSINH PARMAR:
SHRI PARSHOTTAM KHODABHAI RUPALA:

Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for not diverting passenger traffic from Surat railway station to Udhna railway station by diverting stoppage of some trains from Surat to Udhna in view of inability of Surat railway station in handling increasing passenger traffic;

(b) by when Railways would start diverting passenger traffic load from Surat to Udhna station;

(c) the action taken by Railways to set up Divisional Railway Manager office at Surat; and

(d) whether Railways are going to increase Railway Protection Force personnel at Surat railway station keeping in view security threats?

THE MINISTER OF STATE IN MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) and (b) In view of the fact that Surat station is able to handle the present level of passenger traffic with its existing infrastructure, there is no proposal to divert passenger traffic from Surat to Udhna by giving additional stoppage of trains there.

(c) A large number of requests have been received from various State Government, Union Ministers, Members of Parliament/MLAs etc. for the creation of new zones and divisions including Division at Surat. A committee of Officers has been set up by the Ministry of Railways to analyze these requests from the various aspects of railway working and examine the feasibility of creation of the proposed new zones and divisions.