

an ongoing process on Indian Railways. At present, the suburban trains in Mumbai region running with Siemens rakes already have display/audio-visual facility including announcement of approaching stations.

(b) Yes, Sir. Apart from Mumbai Suburban, a developmental order to manufacture and supply of 6 Stainless Steel EMU rakes was placed on M/s. Bharat Earth Movers Ltd., Bangalore. So far, 4 Stainless Steel EMU rakes have been manufactured by the firm. 2 rakes are working in Eastern Railway and 2 rakes are under despatch to Southern Railway.

(c) Presently, there is no proposal to introduce more ladies special trains on suburban routes.

Freight incentive scheme

1539. SHRI DEREK O'BRIEN: Will the Minister of RAILWAYS be pleased to state:

- (a) the details of incremental loading derived from each freight incentive scheme; and
- (b) the marketing strategies employed for each scheme?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) The details of incremental loading (in tonnes) derived from various Freight Incentive Schemes in operation presently are as under:

Year	Freight Incentive Scheme for Loading Bagged Consignments in Open and Flat wagons	Freight Incentive Scheme for Traditional Empty Flow Directions	Freight Incentive Scheme for Freight Forwarders	Freight Incentive Scheme for Incremental Traffic
2010-11	22,53,796	27,49,666	7,05,349	3,18,77,129
2011-12	38,41,165	28,42,125	2,08,333	3,32,95,701
2012-13	30,88,780	26,36,827	1,60,367	3,58,57,567
2013-14	36,63,648	36,77,179	2,70,370	3,82,89,170
2014-15 (upto October)	7,75,287	34,14,069	4,80,847	2,50,45,067

In addition, a new scheme *viz.* Automatic Freight Rebate for traffic loaded in Inter-Zonal Traditional Empty Flow Direction has been launched from 1st October, 2014 on Southern and Northeast Frontier Railways. An incremental loading of 23843 tonnes has been registered during October and November 2014 under this new scheme.

(b) Regular meetings are held at Divisional, Zonal and Apex level with customers, trade bodies, merchant associations etc. with a view to making them aware of the benefits of the various Freight Incentive Schemes. Publicity is also being given through newspapers, railway website etc.

Operating ratio of Railways

1540. DR. T.N. SEEMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the operating ratio of Indian Railways is relatively higher in comparison to other countries;

(b) if so, the reasons therefor along with the details of operating ratio of Indian Railways during the last three years and the current year, year-wise;

(c) the steps taken/being taken by Railways to optimize their operating ratio;

(d) whether different committee reports have highlighted that Railways are lagging behind and have not kept pace with technology upgradation requirement due to inadequate investment;

(e) if so, the response of Government thereto; and

(f) the concrete steps taken by Government to develop rail transport in the country?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) Information on Operating Ratio of railway systems in other countries is neither compiled nor maintained in this Ministry. Moreover, there are issues of diverse computation methodologies across countries, thus reducing validity of comparison of such statistical figures. The Operating Ratio of the Indian Railways for 2011-12, 2012-13 and 2013-14 was 94.9%, 90.2% and 93.6% (Provisional) respectively. Budget Estimates 2014-15 envisage an Operating Ratio of 92.5%.

(c) Improvement in Operating Ratio necessitates a progressively higher growth rate in Traffic Earnings *vis-a-vis* the growth in Working Expenses. It is a continuous endeavour of the Railways to increase revenues and control expenditure. Steps taken to