

To ease off decongestion of traffic on the Indian Railways network, Eastern and Western dedicated freight corridors have already been sanctioned and their execution is in progress. Once these corridors become operational, punctuality performance of passenger carrying trains is likely to improve.

Vacant seats in premium trains

628. SHRI K. R. ARJUNAN: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that premium trains are running with many empty seats; and
- (b) if so, whether Government has any proposal to offer concessions to fill up vacant seats in premium trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) Some of the Premium trains were highly patronized. However, in some of the Premium trains, some seats remained vacant.

(b) *W.e.f.* 01.07.2015, in place of Premium trains, Suvidha trains are introduced with rationalised fare structure and provision for refund.

Automatic Freight Rebate scheme

629. SHRI K.R. ARJUNAN: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that Government has proposed to start an Automatic Freight Rebate Scheme, offering incentives to customers; and
- (b) if so, the salient features of the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) Yes, Sir. The Automatic Freight Rebate Scheme for traffic loaded in Traditional Empty Flow Directions has been introduced with effect from 25.06.2015.

- (b) The salient features of this Scheme are as under:
 - (i) The Scheme is aimed at generating additional revenues by converting empty running of wagons into loaded ones. Under the scheme, all loaded rakes in notified empty flow directions are charged at Class LR1 for trainload traffic and at Class 100 for wagonload traffic.
 - (ii) Customer does not need to apply for availing benefit under the Scheme. The rebate is automatically granted to customers through Freight Operation Information System (FOIS).