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).

(iii)   The Scheme is applicable to Goods Sheds, Sidings and Private Freight Terminals (PFTs).

(iv)   The Scheme is applicable to wagons of BOXN group, BCN and BCNHL group, BRN and BOST group and CONCORD rakes.

(v)   Coal and coke, minerals and ores, POL traffic etc., and commodities under Class LR2 and Class LR3 are not eligible under the Scheme.

Methods to prevent railway accidents

630. PROF. M.V. RAJEEV GOWDA: Will the Minister of RAILWAYS be pleased to state:

(a)   whether there has been an increase in the number of accidents on account of collisions and derailments in last two years, if so, the details thereof;

(b)   the status of implementation of more efficient anti-collision devices like TCAS and TPWS in the railway network; and

(c)   whether the Ministry is considering other new methods like ultra sonic detection of rail fracture to prevent derailments?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) The number of consequential train accidents attributed to collisions and derailments on Indian Railways during the last two years, *i.e.* 2013-14, 2014-15 and the current year (up to June, 2015) are as under:

Year	2013-14	2014-15	2015-16 (upto June, 2015)
Collisions	04	05	00
Derailments	53	63	15

(b)   The status of implementation of more efficient anti collision devices like TCAS and TPWS in the Indian Railways network is summarized below:

Train Collision Avoidance System (TCAS) being developed indigenously by Research Design and Standards Organization (RDSO), incorporates collision prevention as well as protection against Signal Passing at Danger (SPAD) by loco pilot. RDSO has finalized the specification of TCAS after successful proof of concept trials. A pilot project of conducting extended field trials on 250 Kms section of South Central Railway (Wadi-Vikarabad-Bidar-Lingampalli) has also been taken up and is in progress by RDSO in association with three Indian firms. Initial limited field trials have also been conducted in a sub-section (32 Kms) of the pilot section in which key safety features of TCAS were successfully demonstrated.