

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) Yes, Sir. Integral Coach Factory (ICF) at Perambur, Chennai had turned out its 60,000th Coach on 21st May, 2019.

(b) Vande Bharat Express (earlier named as Train 18) was manufactured at ICF, Chennai.

(c) Design of an air conditioned sleeper version of Train set (Train 19) is being developed at ICF, Chennai.

(d) All coaches run on passenger trains are within their codal life. Indian Railways make full efforts to maintain all coaches particularly those running on long distance trains in clean and fit condition.

Proposal to increase revenue of Railways

2343. PROF. M.V. RAJEEV GOWDA: Will the Minister of RAILWAYS be pleased to state:

(a) the revenue earned by Railways between 2017-18 and 2018-19 by means of ticket selling;

(b) the increase in revenue expected by the Ministry with introduction of the 'give it up' ticket subsidy scheme proposed in the 100-day-plan; and

(c) the Ministry's proposal to increase revenue through freight services in Railways?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) The passenger earnings of Indian Railways for 2017-18 is ₹ 48643.14 crore and for 2018-19 is ₹ 51066.65 crore (Provisional).

(b) Evaluation of various alternatives relating to rationalization of Fare and Freight rates is an ongoing process. However, to improve the passenger earnings, decrease the recurring loss in passenger business and continue social service obligation of Indian Railways through low/concessional fare to the poor and disadvantaged passengers, the Ministry of Railways is considering to introduce "Give It Up (GIU) scheme" for passenger segment in 100 days plan. Any expected increase in revenue is contingent on patronization of the scheme by the customers.

(c) To make the rail transportation attractive to its customers, various initiatives have been taken which include tariff rationalisation, classification of new commodities

and expansion of freight basket through containerisation. Some of major steps, which have been taken in last five years to generate additional revenue are as under:—

- (i) Long-Term Tariff Contract with key freight customers.
- (ii) Introduction of new delivery model of Double Stack Dwarf Container.
- (iii) FAK rate benefit extended to notified commodities loaded upto 50 TEUs per rake which was earlier 30 TEUs per rake.
- (iv) 25% discount granted for movement of empty container and empty flat wagon in container traffic.
- (v) Introduction of Advance Freight scheme.
- (vi) Guidelines on Station to Station Rates.
- (vii) Increase in Permissible Carrying Capacity (PCC) of BFNSM 22.9 wagon.
- (viii) Introduction of Customer friendly rationalisation of weighment policy.
- (ix) Liberalised Automatic Freight Rebate Scheme in Empty Flow Directions.
- (x) Withdrawal of Port Congestion Charge.
- (xi) Proliferation of Roll-on-Roll off Service on Indian Railways.
- (xii) Withdrawal of levy of congestion charge for stone traffic transported from Eastern Railway to Bangladesh *via* Darsana/Benapole.
- (xiii) Withdrawal of Inflation in distance for charge @ 50% on goods traffic in Bibinagar-Nadikudi section of SCR.
- (xiv) Rationalisation of Coal Tariff.
- (xv) More flexibility in Mini rake loading by increasing the distance from 400 Km. to 600 Km.
- (xvi) Withdrawal of Dual Freight Policy of Iron Ore traffic.
- (xvii) Reduction in minimum distance for charge from 125 km. to 100 km.
- (xviii) Expansion of the freight basket – Additional 44 commodities have been de-notified from the notified list and brought under FAK rates.
- (xix) Dispensation from mandatory (100%) weighment in case of loading of “Standard Bags of uniform size” when transported in container.

- (xx) Discount for loading of bagged consignment in open and flat wagons.
- (xxi) Rationalisation of Merry-Go-Round (MGR) scheme.
- (xxii) Permitting all covered wagons for booking of traffic to two-point/multi-point combinations, mini rake.

Recently, freight rate has been further rationalized with effect from 01.11.2018, having following features:—

- (i) Increase in freight rate of Coal, RMSP (Raw material for steel plants), Iron and Steel, Iron ore, Other goods @ 8.75%.
- (ii) Increase in haulage charge of Container trains @ 5% w.e.f. 01.12.2018.

Installation of anti-collision device

2344. SHRI NARENDRA KUMAR SWAIN: Will the Minister of RAILWAYS be pleased to state:

- (a) the present status of installation of anti-collision device to check railway accidents;
- (b) whether this device has been experimented;
- (c) if so, the details thereof and if not, the reasons therefor; and
- (d) whether any machine/device is also being used to identify the railway track flaws, apart from signal and information received from railway employees and if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (c) Anti Collision Device (ACD) developed by Konkan Railway Corporation Limited (KRCL) was provided as a pilot project on 1736 Route Kilometres on Northeast Frontier Railway (NFR). Complex operational and technical problems were experienced during these trials which could not be fully resolved by KRCL due to design limitation of ACD. As such, proliferation of ACD has not been undertaken.

Presently following different Automatic Train Protection (ATP) Systems are existing on Indian Railways:—

- (i) Automatic Train Protection (ATP) System called Train Protection and Warning System and based on European Train Control System (ETCS-L1) Technology has been implemented on 345 RKMs (200 RKMs Delhi-Agra Section, 117 RKMs Chennai Suburban section and 28 RKMs of Metro Railway Kolkata).