

रेल इंजनों के आयात की स्वीकृति के लिए अग्रिम पत्र 18.3.1992 को जारी किया गया था, रेल अभिसमय समिति की इस सलाह को ध्यान में रखते हुए कि संसद में रिपोर्ट प्रस्तुत किये जाने तक आगे की कार्रवाई को लम्बित रखा जाए आगे की कार्रवाई लम्बित कर दी गई है;

(ग) एशियाई विकास बैंक के साथ हुए ऋण समझौते के अन्तर्गत इस तरह की क्षति के लिए कोई उपबंध नहीं है, बहरहाल, ऋण की राशि का उपयोग न करने की अवधि के लिए बचनबद्धता प्रभार के भुगतान के लिए उपबंध है;

ऋण 857-आई एन डी के उपयोग किये गये भाग पर 15.6.1992 तक एशियाई विकास बैंक की भुगतान किये गये बचनबद्धता प्रभाव की कुल राशि 3.690 मिलियन अमरीकी डालर है, एशियाई विकास बैंक द्वारा बचनबद्धता प्रभार के लिए दावा अर्द्ध वार्षिक आधार पर किया जाता है, अगली अर्द्ध वार्षिक अवधि के लिए बचनबद्धता प्रभार 15.12.1992 के बाद देय होगा;

(घ) जी नहीं;

(ङ) प्रश्न नहीं उठता;

(च) एशियाई विकास बैंक के मार्ग-निर्देशों, जो लागू थे, के परिप्रेक्ष्य में, निविदागत बी०एच०ई०एल० के प्रस्ताव पर विचार किया गया था और यह सबसे कम मूल्य का प्रस्ताव नहीं था, सबसे कम मूल्य वाले निविदाकार को स्वीकृति का अग्रिम पत्र पहले ही जारी किया जा चुका है और अब निविदा मामले को पुनः नहीं खोला जा सकता है।

ABB-loco deal

417. SHRIMATI VEENA VERMA:
SHRI MURLIDHAR
CHANDRAKANT
BHANDARE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the ABB-Loco deal has since been probed into by C.B.I or other agencies;

(b) if so, with what results; and

(c) the details of the action taken or proposed to be taken in the light thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Railway Vigilance are not investigating ABB-Loco deal. C.B.I. is probing the leakage of official documents in ABB-Loco deal.

(b) and (c) C.B.I. investigations in the case are in progress.

Scheme to encourage private parties to own wagons

418. SHRI JAGIR SINGH DARD: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have evolved a new scheme under which private parties can own wagons to meet their transportation needs;

(b) if so, what are the details of the scheme;

(c) whether Government have since implemented the scheme;

(d) the details of the private parties participated in the scheme so far;

(e) whether the scheme is limited for any particular commodity; and

(f) if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) An 'Own Your Wagon' scheme has been recently launched by the Ministry of Railways. Full details of the scheme including the categories of wagons available under the scheme are given below:

1.0 OBJECTIVE

To enhance the rail transport capacity to meet the needs of various sections of the economy by encouraging private parties to own their own wagons and thereby supplement the resources available with the Railways for acquisition of rolling stock.

2.0 TYPE OF WAGONS

Scheme	viualises	private
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ownership of wagons under the following categories:

2.1 General service (Standard wagons) like BOX 'N' BOB-R, BCN & BRNcategory-I

2.2 Special type wagons which are non-versatile, such as, Ammonia Tank Wagons, Milk Tankers, Caustic Soda Tanks, BFKI, BTPN & other bulk carrierscategory-II.

3.0 PROFILE OF OWNERSHIP FOR CATEGORY-I WAGONS

Ownerships of wagons under this scheme could vest in:

- (i) Individuals as producers
- (ii) Corporate entity as producers
- (iii) Association or group of companies, such as, integrated steel plants of SAIL or a group of cement companies in a 'cluster' etc.
- (iv) Thermal Power stations and other major consumers belonging to the Core Sector.

4.0 MODE OF PROCUREMENT FOR CATEGORY-I WAGONS

Directly by the owner from wagon builders approved by Ministry of Railways to current IRS designs and specifications on mutually acceptable terms on payment of design loan and inspection charges to the Indian Railways amounting to 2.5% and 2% of the cost of wagons on order upto 100 wagons and above 100 wagons respectively. All critical components will be procured from RDSO approved sources and to current IRS specifications.

OR

- 4.1 Through the Indian Railways on payment of a "service charge" of 6.5% and 5% of the cost of the wagon on order upto 100 wagons and above 100 wagons respectively, which would cover design loan, inspection and

administrative charges of procurement.

- 4.2 The foreign exchange, if any, for imported components will be provided by the owner or the actual liability transferred to him at the market rate for the purchases made by I.R.

5.0 EXTENT OF PRIVATE OWNERSHIP FOR CATEGORY-I WAGONS

- 5.1 In respect of Category-I wagons, the scheme envisages that proportion of private ownership of wagons to total wagons required in any industrial/commercial Sector should be to the extent of unsatisfied demand for that particular segment, but in no case less than 25% of the existing demand or one rake whichever is higher. In the case of new Industrial Unit, the proportion of private ownership of wagons would have to be determined on a case to case basis giving due weightage to the fact that the entire liability of acquiring the additional requirement of wagons need not be transferred to the new Unit/ User.

- 5.2 Minimum unit ownership would be one train consist (one Rake + Maintenance Spares) _____

6.0 PATTERN OF MOVEMENT FOR CATEGORY-I WAGON

Such wagons may operate:

- (i) Within closed circuits, or,
 - (ii) From a specific point of origin to a cluster of destinations, or,
 - (iii) From a cluster to a specific destination or,
 - (iv) Merge and operate in the general pool of wagons of the Indian Railways.
- 6.1 The circuits over which these wagons would operate would be

mutually determined taking into account the operational feasibility of such movements.

7.0 ASSESSMENT OF WAGON REQUIREMENT FOR CATEGORY-I WAGONS

7.1 Requirement of wagons under this scheme would be assessed on the basis of:

- a realistic turn-round of wagons in the identified circuit(s) in days.
- Spare requirement at 4% of the bare requirements, and brakevan.

8.0 BENEFITS ADMISSIBLE TO OWNERS OF CATEGORY-I WAGONS

8.1 In the case of Category-I wagons owned by individual/Corporate entity/Association of Companies annual lease charge will be paid by the IR on quarterly basis in advance. The lease charge will be calculated on the current costs of similar wagons owned by the IR (Excluding the design loan inspection service charges) @ 014.5% per annum for that particular group of wagons for a primary period of 10 years followed by a 1% annual lease charge for the next 10 years.

8.1.1 At the end of this period (20 years), the condition of these wagons will be examined by the IR to decide further retention in service. If the wagons are found to have outlived their economic life, the owner would be entitled to dispose of the same as scrap either directly or through the Railways.

8.1.2 Should the wagons be found fit for further service after the expiry of the 20 years period, the lease would be continued on mutually agreed terms.

8.2 In case the owner is able to secure a load in the empty direction an additional concessional tariff would

be payable for the empty direction at mutually agreed terms.

9.0 GUARANTEED SUPPLY OF WAGONS IN CASE OF CATEGORY-I WAGONS

9.1 In addition to the payment of lease charge as mentioned in para 8.1 above, the IR will guarantee the supply of the specified number of wagons taking into account the average number of wagons supplied to the user unit during the preceding one year and based on the requirements of wagons as worked out in para 7 above.

9.2 In the case of a new user unit, the guaranteed supply of wagons by the IR will be on mutually agreed terms.

10.0 MAINTENANCE OF WAGONS FOR CATEGORY-I WAGONS

10.1 The responsibility for the normal day-to-day maintenance, ROH and POH of Category-I wagons would devolve on the IR and the level/quality of maintenance would be similar to that provided by IR for its own wagons.

10.2 The IR will be at liberty to make any modifications/changes on Category-I wagons which it carries out on its own wagons of similar design on mutually acceptable terms.

10.3 Any major rehabilitation/mid life rebuild as may become necessary and is introduced for similar wagons owned by IR, will be done on the leased wagon on mutually agreed terms.

11.0 WAGONS INVOLVED IN ACCIDENTS IN CASE OF CATEGORY-I WAGON

11.1 In the event of privately owned category-I wagons getting condemned as a result of accidents, the payment of lease charges for the condemned wagons will continue to be paid as

per the lease agreement for the full contractual period of 20 years. The IR will also continue to meet the commitment of guaranteed supply of wagons during this period.

12.0 FAILURE TO MAINTAIN/USE GUARANTEED SUPPLY OF WAGONS FOR CATEGORY-I WAGONS

12.1 The supply of the specified number of wagons would be monitored on a monthly basis. In case, there is a shortfall in any particular month, the IR will make good the shortfall in the following month. If, however, the shortfall is not made good the IR will reimburse the wagon owner proportionate lease charges per wagon per day in addition to the normal lease charge.

12.2 In case the owner is unable to use the guaranteed specified number of wagons, the lease charge will not be payable for the number of days the wagons remain unutilized. The number of wagons idling will be stabled in the owner's sidings to the extent the lessor has contributed for the duration for which lease charge payment are to be withheld. However, should the IR be in a position to use the wagons for alternative traffic, the lease charges would continue to be paid.

13.0 FREE TIME AND DEMURRAGE RULES FOR CATEGORY-I WAGONS

13.1 The free time and demurrage rules applicable to Railways owned wagons will be applicable to the wagons owned under Category-I.

14.0 The term of the scheme may be altered by the IR at any time with the consent of the lessor/owner.

15.0 BUY BACK ARRANGEMENT FOR CATEGORY-I WAGONS

15.1 If at any time during the currency of the lease period, the lessor/owner wishes to terminate the arrangement on account of liquidation/merger with any other company or any alterations the agreement made by IR in terms of para 14 which are not acceptable to the lessor/owner, or any other reason acceptable to Indian Railways, the ownership of the leased wagons under Category-I would revert to the Railways on the 1st of April of the next financial year at the depreciated rates. The depreciated value would be determined according to the Income Tax rules as applicable from time to time.

CATEGORY-II TYPE OF WAGONS

16.0 PROFILE OF OWNERSHIP FOR CATEGORY-II WAGONS

A separate scheme for numbering of privately owned wagons under Category-II will be evolved to identify them ownershipwise.

17.0 MODES OF PROCUREMENT

Directly by the owner from wagon builders approved by Ministry of Railways to current IRS designs and specifications on mutually acceptable terms on payment of design loan and inspection charges to the Indian Railways amounting to 2.5% and 2% of the cost of wagons or order upto 100 wagons and above 100 wagons respectively. All critical components will be procured from RDSO approved sources and to current IRS Specifications.

OR

17.1 Through the Indian Railways on payment of a "service charges" of 6.5% and 5% of the cost of the wagon on order upto 100

wagons respectively, which would cover design loan, inspection and administrative charges of procurement.

- 17.2 The foreign exchange, if any, for imported components will be provided by the owner or the actual liability transference to him at the market rate for the purchases made by I.R.

18.0 EXTENT OF PRIVATE OWNERSHIP FOR CATEGORY-II WAGONS

- 18.1 In respect of Category-II wagons, private ownership of wagons would have to be 100 per cent.

19.0 PATTERN OF MOVEMENT FOR CATEGORY-II WAGONS

Such wagons may operate:

- (i) Within closed circuits, or
- (ii) From a specific point of origin to a cluster of destinations, or
- (iii) From a cluster to a specific destination

- 19.1 The circuits over which these wagons would operate would be mutually determined taking into account the operational feasibility of such movements.

20.0 BENEFITS ADMISSIBLE TO OWNER OF CATEGORY-II WAGONS

- 20.1 In the case of Category-II wagons, a lumpsum freight rate equated to a class rate would be quoted in each case for the identified movement taking into account the cost of haulage in the loaded and empty directions, terminal and marshalling operation cost, overheads and profit margin. These lumpsum rates would be subject to revision every year alongwith the annual Railway Budget exercise.

- 20.2 In case the owner is able to secure a load in the empty direction an additional concessional tariff would be

payable for the empty direction at mutually agreed terms.

21.0 MAINTENANCE OF WAGONS FOR CATEGORY-II WAGONS

- 21.1 In case of Category-II wagons, while the maintenance will be the responsibility of the I.R., the maintenance charges will be determined on a case to case basis and will have to be borne by the owner.

- 21.2 The IR will be at liberty to make any modifications/changes on Category-II wagons which it carries out on its own wagons of similar design on mutually acceptable terms.

- 21.3 Any major rehabilitation/mid-life rebuild as may become necessary and is introduced for similar wagons owned by IR, will be done on the leased wagon on mutually agreed terms.

22.0 WAGONS INVOLVED IN ACCIDENTS IN CASE OF CATEGORY-II WAGONS

- 22.1 In case of Category-II privately owned wagons, in the event of wagons getting condemned as a result of accidents, the IR will be liable to pay the depreciated value as referred at para 15 (less the scrap value) of the wagons at the time of condemnation. The commitment for guaranteed supply will cease.

(c) to (f) The scheme is not restricted to any particular commodity. The scheme having been announced only on 8.9.1992 it has so far generated enquiries from several organisations and individuals.

स्विस फर्म एन्बीबी० से रेल इंजनों की खरीद के संबंध में रेलवे अभिसमय समिति का विचार

419. श्री अनन्त राम जायसवाल: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि रेलवे अभिसमय समिति ने स्विट्ज़रलैंड की एशिया ब्राउन बोबेगे (एन्बीबी०)