

1	2	3
	2. Disciplinary proceedings were initiated by the Competent Authority on 19.11.97. Prosecution Sanction was issued on 12.12.97. Inquiry Officer & Presenting Officer were appointed on 8.6.2000 to conduct an inquiry. Inquiry is in progress.	
7. Shri Samir Choudhary, DADG, GMSD, Calcutta and	RC.70/89-Calcutta For purchase of medical instruments at exorbitant rates and giving undue favour to the supplier.	1. After completion of investigation, CBI recommended Regular Departmental Action for major penalty proceedings. Chargesheet was issued by the Competent Authority on 20.11.96. Inquiry Officer & Presenting Officer were appointed on 24.4.97 to conduct an inquiry. Inquiry is in progress.
Shri M.V. Ramana, DADG, Hyderabad.	-do-	-do-

#### Purchase of Locomotives and Coaches

\*294. SHRI RAJU PARMAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have placed orders for purchase of locomotives and coaches for Shatabdi and Rajdhani Express trains from a foreign firm;

(b) if so, what are the complete details of such purchases during the last six months, with price of locomotives and coaches;

[11 August, 2000]

RAJYA SABHA

(c) whether any tender procedure was adopted for procurement of locomotives and coaches;

(d) if so, the names of foreign companies which participated in the global tender, with their prices, terms, conditions, etc. and

(e) how much Government are likely to spend on purchase of these locomotives and coaches during the next two years?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE):

(a) and (b) Indian Railways have not placed orders for purchase of locomotives and coaches from any foreign firm during 1999-2000 and 2000-2001. Increased emphasis is now being made on encouraging indigenous manufacture of Coaches & Locos. However, following orders were placed earlier for procurement of locomotives and coaches which are under execution. These locomotives and coaches are suitable for use of Shatabdi and Rajdhani Express.

s. No.	Item, Firm & Country	Month & Year of Order	Quantity	FOB value
1.	Light Weight Coaches M/s LHB, Germany	October 1995	24 Nos.	DM 52,663,000
2.	4000 HP Diesel Electric Locomotives M/s General Motors, USA	January 1999	10 Nos.	US\$ 23, 989, 350

In addition ten 6000 HP Electric Locomotives suitable for Shatabdi & Rajdhani trains were ordered on M/s ABB, Switzerland, during 1993 at a cost of CHF 49,335,000+DM 38,220,000 and the order has been executed during 1995-96

(c) Global Tenders were floated procurement of locomotives and coaches.

(d) Light Weight Coaches:

The Global Tender No. 85/RSF/P-142 (GP-122) was floated for procurement of All Metal High Speed Light Weight coaches. The following seven firms had participated in the Global Tender:

- (i) M/s Linke Hoffman Busch/ West Germany.
- (ii) M/s De Dietrich/France.
- (iii) M/s Sumitomo Corporation/Japan.
- (iv) M/s Gosa Commerce, Beograd/Yugoslavia. (v)  
M/s British Rail Engg/UTDC/UK.
- (vi) M/s Fiat Ferroviaria Savigliano / Italy and
- (vii) M/s Alsthom/France.

The price details of the two finally technically suitable offers are indicated below:

Description of items	Quantity	Total FOB value (in million DM)	
		Fiat/Italy LHB/Germany	
(i) AC Chair Cars	21	52.29	51.35
(ii) Generator-cum-Brake Vans	3	7.32	7.17
Total		59.61	58.52
Value in Rs. Crore at current rate of exchange		131.1	128.7

After considering all the aspects, the contract was placed on lowest technically acceptable offerer viz. M/s Linke Hoffman Busch, Germany in October' 1995 at a total value of Deutsche Marks 58.52 million which was reduced to Deutsche Marks 52.66 million.

**Diesel Electric Locomotives**

The Global Tender No. 86/RSF/P-466/5(GP-129) for procurement of 50 Nos. HP Diesel electric locomotives (freight & passenger) was floated. The following eight firms had submitted their offers:

- (i) M/s Thyssen Henschel, West Germany.
- (ii) Ms Sumitomo Corporation, Japan
- (iii) M/s General Electric Co., USA
- (iv) M/s Brush Elec. Machines Ltd.
- (v) M/s Ganz Mavag, Hungary.
- (vi) M/s Krupp Mak GmbH, West Germany.
- (vii) M/s General Motors Corporation, USA and
- (viii) Ms Societe MTE, France.

Out of all the offers, offers of M/s General Motor/USA and M/s General Electric USA were found to be technically suitable. The negotiated prices of the two firms for 20 freight locomotives were as under:

Items	General Motors	General Electricals
20 Nos. Locomotives spares	US\$ 39.05 million	US\$ 39.49 million including
Technology Transfer	US\$20.5 million*	US\$ 14.00 million

**Subsequently firm reduced Technology Transfer price by US\$ 3.0 million.**

Offer of M/s General Motors was technologically superior and with lower fuel consumption as compared to GE loco. The contracts were placed as under:

Contract for 21 Nos. (including one loco free) 4000 HP Diesel Electric Freight Locomotives was placed on M/s General Motors, USA in October' 1995. These locomotives have been received during April 1999. Subsequently, after negotiation, contract for ten

passenger locomotives with General Motors Technology was also placed on them in January 1999 at a cost of US\$ 23.99 million. These locomotives are expected to arrive during 2001-2002.

(e) The likely expenditure on purchase of these locomotives and coaches during next two years is as under: 2000-2001: Rs. 164 crore (for procurement of coaches) 2001-2002 Rs. 198 crore (for procurement of locos)

### **Punctuality of Trains**

\* 295. SHRI JIBON ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the comment reported in the Hindustan Times dated 25th June, 2000, that "intellectual capacity aur aukaad dekhni chahiye ab Railway Ministry ko hi le lijiye, trains kabhi time per nahi aati"; and

(b) how the Ministry propose to tackle the problem of late running of trains, which has become a perpetual problem?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) Yes, Sir.

(b) The punctuality performance of Mail/Express trains has been improved from 82.3% on Broad Gauge and 96.0% on the Metre Gauge in 1998-99 to 82.6% on Broad Gauge & 97.9% on the Metre Gauge in 1999-2000.

The reasons for late running of trains include factors which are beyond the control of railways such as miscreant activities, agitations, Law and Order problems, in the context of the Railways becoming soft targets for terrorist attack, bad weather, e.g. fog, breaches, etc., alarm chain pulling, accidents, cattle run over, Electricity grid failure and saturated trunk routes. Punctuality of trains also gets adversely affected due to proliferation of number of stoppages provided to long distance trains.

The following steps are being taken to improve the punctuality performance of trains:

1. Intensive, round the clock monitoring of trains at all the