

[17 March, 2006]

RAJYASABHA

across the 16 railway zones which ultimately helps to reduce the running time of Indian Rail;

(b) if so, the details thereof;

(c) whether Government have proposed to increase in the average length of long-haul trains from 14 to 24 coaches, which is expected to boost Railways earnings from passenger traffic;

(d) if so, the details thereof.

(e) whether Government have taken measures to reduce speed restrictions between several destinations, in the wake of sophisticated technology; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI NARANBHAI RATHWA): (a) Yes, Sir.

(b) It has been decided to convert more than 200 mail/express trains to superfast mail/express category by increasing their speeds. Further, the journey time of a majority of the Shatabdis, Rajdhante will reduce and certain mail/express trains is likely to decrease by upto 4 hours.

(c) and (d) It has been decided to increase the number of coaches in about 190 popular passenger carrying trains upto 23-24 coaches.

(e) Yes, Sir.

(f) (i) Speed restrictions are being reviewed regularly at Officers' level in division as well as Zonal Headquarters.

(ii) To the extent possible, track and bridge renewals/rehabilitation works are planned in such a way that 50 kilometres stretch of track remains free of restrictions in a section.

Deadlock between RCF management and employees

2543. SHRI DHARAM PAL SABHARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the attention of Government have been drawn to the Deadlock between RCF management and employees, which still continues;

(b) if so, the details thereof;

(c) whether Government have conducted any enquiry about sub-standard material being used for the manufacturing of different type of coaches including high technology coaches like LHB coaches of different types; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI NARANBHAI RATHWA): (a) There is no deadlock between the Rail Coach Factory management and the employees.

(b) Does not arise.

(c) and (d) Rail Coach Factory is an ISO-9001 certified Organisation with full-fledged Quality Control Department. Most of the materials are inspected by the external agency *i.e.* M/s Rail India Technical and Economic Services Ltd. (RITES) which ensures that only materials conforming to prescribed quality specifications are passed. Since there are established procedures for ensuring quality control of procured materials, no inquiry has been considered necessary.

Rail link with Burma '

2544. SHRI SANJAY RAUT: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have taken any proposal to set up a rail link with Burma, crossing through the North-Eastern States;

(b) if so, what are the salient features thereof;

(c) by when it would be completed;

(d) whether Government have studied border security situation between north-east and Burma; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI NARANBHAI RATHWA): (a) and (b) Ministry of External Affairs had commissioned Rail India Technical and Economic Services (RITES Ltd.) to carry out a feasibility study for India-Myanmar Rail Link. This study