

**MoU with BHEL**

3561. SHRI NAND KUMAR SAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Indian Railways and BHEL have signed any Memorandum of Understanding (MoU) for setting up of Greenfield MEMU Coaches Manufacturing facility at Bhilwara;

(b) if so, the details thereof along with salient features;

(c) whether BHEL is already providing rolling stock for Railways; and

(d) if so, the extent to which additional number of MEMU coaches are likely to be manufactured by BHEL after the implementation of said agreement?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI ADHIR RANJAN CHOWDHURY): (a) and (b) Yes, Sir. On 25.02.2013 a Memorandum of Understanding (MoU) has been signed between Ministry of Railways and Bharat Heavy Electricals Limited (BHEL), for setting up of a new Mainline Electrical Multiple Unit (MEMU) manufacturing facility by BHEL for production of MEMU coaches for Indian Railways. The facility is proposed to be set up at Bhilwara in Rajasthan.

(c) and (d) M/s BHEL is a regular supplier of equipment for Electric Locomotives, Electric Multiple Units, MEMUs and Diesel Locomotives to Indian Railways. BHEL manufactures and supplies Electric Locomotives to Indian Railways and has so far supplied 162 WAG-7 Electric Locomotives.

The quantity of MEMUs to be supplied by BHEL will be worked out mutually, based on the projected requirement of IR *vis-a-vis* manufacturing capacity of departmental production units; and the projected capacity of the proposed unit to be set up by BHEL.

**Average speed of trains in the country**

3562. SHRI NARESH AGRAWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the average speed of trains in the country is very low compared to other developed and developing countries;

(b) the details of the average speed of trains in the country and other major Railways in the world; and

(c) the steps Government has taken to increase the average speed of trains in the country?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI ADHIR RANJAN CHOWDHURY): (a) and (b) Speed of the freight and passenger carrying trains is a function of variables such as maximum sectional speeds, maximum permissible speed of the rolling stock, stoppages, speed restrictions, gradients, congestion, line capacity, signaling and interlocking standard, loco power, etc. On Indian Railways, the limit of speed of trains is regulated in accordance with the classification of routes having particular type of track structure. The broad gauge (BG) lines on Indian Railways have been classified into six groups 'A' to 'E' on the basis of the future maximum permissible speed.

- (i) Group 'A' - Speeds upto 160 Kilometre per hour (KMPH)
- (ii) Group 'B' - Speeds upto 130 KMPH
- (iii) Group 'C' - Suburban section of Mumbai, Chennai, Delhi and Kolkata.
- (iv) Group 'D' - Special and 'D' - Speeds upto 110 KMPH
- (v) Group 'E' - Speeds upto 100 KMPH

Upgradation of track structure is an ongoing process which is taken up during track renewals. Track structure is upgraded depending on the traffic demands. In developed countries passenger train speeds vary from 140 KMPH to 350 KMPH.

The details of average speed of trains including halts (Kilometre per hour) for the year 2011-12 are given below:

Type of train	Broad Gauge	Metre Gauge
Mail/Express	50.30	30.20

Type of train	Broad Gauge	Metre Gauge
EMU	40.50	-
Ordinary passenger	36.20	25.10
Goods	25.00	14.10

(c) Speeding up of trains is a constant endeavour and continuous process on Indian Railways and is dependent on constant optimization of the investments made by Railways in modernization of technology, high powered locos, modern coaches (LHB, air brake, CBC) and better tracks. Upon the segregation of Passenger and Freight traffic, it would be feasible to speed up passenger train services further.

#### **Acquiring modified bullets trains**

3563. SHRI VIJAY JAWAHARLAL DARDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to acquire intensively modified bullet trains customized to run at a much slower speed (110 kmph) on our existing broad gauge tracks;

(b) if so, the reasons for importing such costly trains, when Railways have capabilities to upgrade LHB- design coaches (certified for 160 kmph speed) to run between 180-200 kmph speed;

(c) whether trials have been held or proposed to be held for operating Electric Multiple Units (EMUs) trains to speed range of 130-160 kmph; and

(d) if so, the results thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI ADHIR RANJAN CHOWDHURY): (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.